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ACCOUNTS AND PAPERS:

THIRTY-TWO VOLUMES.

—(19.)—

RAILWAYS; TURNPIKES; HIGHWAYS;
HARBOURS, AND PIERS.

Session

8 *February* — 10 *August* 1870.

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1870.

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RAILWAY, TRAMWAY, &c. BILLS.

REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 8 February 1870 ;

**“THAT the BOARD of TRADE do present to this House a REPORT upon
the RAILWAY, TRAMWAY, GAS, and WATER BILLS of the present Session.”**

(Mr. Shaw Lefevre.)

*Ordered, by The House of Commons, to be Printed,
8 February 1870.*

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REPORT OF THE BOARD OF TRADE ON THE RAILWAY, TRAMWAY, GAS, AND WATER BILLS OF 1870.

THE Number of Bills deposited this Session, which relate to RAILWAYS, TRAMWAYS, and the Supply of Gas and WATER, amounts to 180.

RAILWAYS.

The Number of Bills which relate to RAILWAYS amounts to 93, of which number 54 propose to authorise the construction of New Railways, or Additional Railway Works.

	NUMBER OF BILLS.	LENGTH. OF NEW LINE.	Proposed Capital.		
			By Shares.	By Loan.	TOTAL.
PROMOTED BY NEW COMPANIES:		Miles.	£.	£.	£.
England - - -	15	117	4,314,000	1,217,200	5,531,200
Scotland - - -	3	28	92,000	34,000	126,000
Ireland - - -	—	—	—	—	—
TOTAL - - -	18	145	4,406,000	1,251,200	5,657,200
PROMOTED BY EXISTING COMPANIES:					
England - - -	53	71	2,113,000	1,489,600	3,602,600
Scotland - - -	10	22	350,000	116,600	466,600
Ireland - - -	12	2	60,000	60,000	120,000
TOTAL - - -	75	95	2,523,000	1,666,200	4,189,200
TOTAL for RAILWAYS -	93	240	6,929,000	2,917,400	9,846,400

TRAMWAYS.

The Number of Bills which relate to TRAMWAYS amounts to 27.

England - - -	23	446	2,696,000	672,800	3,368,800
Scotland - - -	3	58	520,000	130,000	650,000
Ireland - - -	1	11	90,000	30,000	120,000
TOTAL for TRAMWAYS	27	515	3,306,000	832,800	4,138,800

GAS.

The Number of Bills which relate to the Supply of Gas amounts to 33

England - - -	30	-	2,884,171	2,301,950	5,186,121
Scotland - - -	2	-	-	23,000	23,000
Ireland - - -	1	-	100,000	25,000	125,000
TOTAL for GAS - -	33	-	2,984,171	2,349,950	5,284,121

WATER.

The Number of Bills which relate to the supply of WATER amounts to 27.

England - - -	22	-	381,600	1,239,962	1,601,562
Scotland - - -	1	-	-	15,000	15,000
Ireland - - -	4	-	30,000	133,500	163,500
TOTAL for WATER -	27	-	381,600	1,388,462	1,780,062
GENERAL TOTAL for RAILWAYS, TRAM- WAYS, GAS, and WATER - - -	180	Railways 240 miles, Tramways 515 miles.	13,560,771	7,488,612	21,049,383

ANALYSIS OF BILLS.

RAILWAY BILLS.

NAME OF BILL.	Page in Grouping List.	OBJECT OF BILL.	Capital Proposed.		Length of New Line Proposed.
			By Shares.	By Loan.	
Barnstaple and Ilfracombe Railway (No. 1).	20	To incorporate a Company for making a Railway from Barnstaple to Ilfracombe, with Branches to the Devon and Somerset and the London and South Western Railways at Barnstable, and to authorise working arrangements with the Devon and Somerset and the London and South Western Railway Companies.	£. 120,000	£. 40,000	M. CHS. 13 55
Barnstaple and Ilfracombe Railway (No. 2).	20	To incorporate a Company for making a Railway from Barnstaple to Ilfracombe, with a Branch to the London and South Western Railway at Barnstable; to authorise the use of a part of the Railway of the London and South Western Company at Barnstable, and traffic facilities over the Railways of, and working arrangements with, that Company.	105,000	35,000	14 60
Bedford and Northampton Railway.	21	To extend the time for the completion of the Railway.	—	—	—
Belfast, Holywood, and Bangor Railway.	22	To authorise the Court of Chancery to sell or lease the Railway to the Belfast and County Down Railway Company.	—	—	—
Blackpool and Lytham Railway (New Works and Additional Powers).	20	To authorise the construction of a Railway at Lytham to connect the Company's Railway with the Lytham Branch of the Preston and Wyre Railway, and working arrangements with the Lancashire and Yorkshire and London and North Western Railway Companies.	10,000	3,300	0 42
Blane Valley Railway - -	21	To authorise the abandonment of the Extension Railway sanctioned in 1865.	—	—	—
Brecon and Merthyr Tydfil Junction Railway.	21	To authorise additional sums as Debenture Stock, and certain arrangements as to payment of interest on existing Debenture Stocks.	60,000	—	—
Bristol and North Somerset Railway.	20	To authorise a deviation at Radstock, and the laying of the mixed gauge on the Great Western Railway at Bristol.	—	—	{ deviation 1 34
Bristol-Port Railway and Pier -	20	To amend the provisions of the Company's Act of 1867 with reference to the separate undertaking thereby authorised, and to enable the Great Western and Midland Railway Companies to subscribe thereto.	45,000	15,000	—
Bude and Torrington Junction Railway.	20	To extend the period limited by "The Okehampton Railway (Extensions to Bude and Torrington) Act, 1865," for the completion of the Railway.	—	—	—
Bury St. Edmunds and Thetford Railway.	21	To authorise a deviation, the abandonment of a short branch Railway, a reduction in the authorised capital, and extension of time for compulsory purchase of lands, and for the completion of the whole Railway.	—	—	{ deviation 2 25

RAILWAY BILLS—continued.

NAME OF BILL.	Page in Grouping List.	OBJECT OF BILL.	Capital Proposed.		Length of New Line Proposed.
			By Shares.	By Loan.	
			£.	£.	M. CHS.
Caledonian and Glasgow and South Western Railway Companies.	21	To vest the undertaking of the Glasgow, Paisley, and Johnstone Canal, under the control of a joint committee, in the Caledonian and the Glasgow and South Western Railway Companies.	—	—	—
Caledonian Railway (Additional Powers).	21	To authorise branches from the Caledonian Railway to Balerno; the alteration of levels of authorised Railway at Hamilton; a junction line at Abbey Holme; an alteration of the public road at Currie, the Possil and Parkhouse Turnpike roads at Glasgow, and the maintenance of a reservoir at Whitburn; to extend the time for compulsory purchase of certain Lands under "The Lanark and Midlothian Act, 1866," and "The Branches Act, 1867;" and for the completion of the Muirkirk Branch, 1865, and certain branches under the above Act of 1866; to authorise the use of locomotive engines on the Greenock Harbour Branch, and certain Capital arrangements with the Dundee, Perth, and Aberdeen Junction Railway Company, &c.	—	—	6 54
Caledonian Railway (Tay Ferries and Land at Dundee).	21	To authorise Company to make and maintain a Pier or Jetty at Dundee, and to acquire the powers of the Trustees of the Tay Ferry.	—	—	—
Callander and Oban Railway -	21	To abandon the construction of the portion of Railway between Tyndrum and Oban, and the tramway at Oban; to extend the time for the completion of a portion of the Railway; to reduce the amount of authorised share capital; to authorise the Caledonian Railways to work and maintain the Railway, &c.	—	—	—
Continental Communication -	19	To incorporate a Company for the purpose of establishing steam vessels of great power and burden to ply between Dover and the Continent; to authorise the construction at Dover of quays, piers, and breakwater, and other works in connection with the Tidal Harbour; and of certain Railways in connection with the South Eastern, and London, Chatham, and Dover Railways; to enter into working arrangements with those Railway Companies, and into agreements with Foreign Governments.	400,000	133,000	0 38
Chesterfield and Brampton Railway.	20	To incorporate a Company for making a Railway from the Midland Railway at Chesterfield Station to Brampton, with three short Tramways in connection therewith; traffic facilities with the Midland Railway Company.	10,000	3,300	1 13 0 21
Cobham Railway - - -	19	To incorporate a Company for the construction of a Railway (on a gauge not wider than three feet or narrower than two feet) from a point adjoining the London and South Western Railway at Esher to Cobham.	25,000	8,300	4 79
Dare Valley Railway - -	21	To abandon the Railway secondly described in Act of 1863; to raise additional capital; and to lease the Railway to the Taff Vale Railway Company.	21,000	7,000	—
Dublin and Antrim Junction Railway.	22	To authorise running powers over a portion of the Ulster Railway, the Banbridge, Lisburn, and Belfast, and the Belfast Railway, and facilities for traffic with the Companies owning those Railways.	—	40,000	—

RAILWAY BILLS—continued.

NAME OF BILL	Page in Grouping List.	OBJECT OF BILL.	Capital Proposed.		Length of New Line Proposed.
			By Shares.	By Loan.	
			£.	£.	M. CHS.
Dublin Trunk Connecting Railway.	22	To extend the time for purchase of lands and for the completion of the Company's Railways; to authorise additional capital; to authorise working and traffic arrangements with the London and North Western Railway Company, and traffic arrangements with other Companies.	60,000	20,000	—
Dublin, Wicklow, and Wexford Railway.	22	To authorise a short Railway at Wexford, a diversion of the existing Railway at Bray Station, a widening at Shanganagh Junction, a diversion of Tramway at Sandycove Station; to enable the London and North Western Company to subscribe 30,000 £., and to enter into traffic arrangements with that Company.	—	—	1 44 diversion 0 71 enlargement 1 29
Dudley, Oldbury, and Birmingham High Level Railway.	20	To incorporate a Company to construct a Railway from Dudley to the Stourbridge Extension Railway at Smethwick, with Branch Lines to the Great Western Railway at Parkhead; to authorise running powers over the Stourbridge Extension Railway, and traffic and working arrangements with the Great Western, the London and North Western, and the Stourbridge Railway Companies.	185,000	60,000	6 29
East and West Junction Railway.	20	To extend the time for the construction of the Railway under the Company's Acts of 1864 and 1866.	—	—	—
East and West Metropolitan Junction and Mansion House Railway.	19, 29, 30	To incorporate a Company for the construction of two Railways; the first from a Junction with the Tower Hill Extension of the Metropolitan Railway near Aldgate High-street, passing in tunnel under Whitechapel High-street and Whitechapel and Mile End Roads to a point adjoining the Bow Station of the North London Railway; the second from a Junction with the Metropolitan District Railway near Old Fish-street Hill, passing in tunnel under New Earl-street, Cannon street, part of Fenchurch-street, and Aldgate High-street, to a Junction with the first Railway, under Whitechapel High-street; to authorise traffic arrangements with certain Companies, &c.—Workmen's trains at fares of 2d. per journey.	1,500,000	500,000	3 58
East London Railway - -	19, 29	To extend the time for compulsory purchase of lands and for the completion of the Company's Railways; to authorise agreements for the use of portions of the Great Eastern Railway; to raise additional capital; to confirm working agreement with the London, Brighton, and South Coast Railway Company, &c.	300,000	100,000	—
Edinburgh, Loanhead, Roslin, and Penicuik Railway.	21	To incorporate a Company for the construction of a Railway from the North British Railway at the Miller Hill Station, by Gilmerton and Loan Head to Roslin, and to authorise working and traffic arrangements with the North British Railway Company.	48,000	16,000	6 13
Ellesmere and Glyn Valley Railway.	-	See Tramways.	—	—	—
Ely and Bury St. Edmunds Railway.	21	To incorporate the Company for the construction of a Railway from a Junction with the Great Eastern Railway near Ely, by Soham and Mildenhall, to the same Company's Railway at Higham Station; to authorise running powers over portions of the Great Eastern and other adjoining Railways, and working arrangements with the Great Eastern Railway Company.	74,000	24,600	18 30
Furness Railway - - -	20	To abandon the construction of the Railway authorised by the Company's Act of 1867; to authorise the making of certain alteration of roads; to dispose of certain lands acquired for the purposes of the Butts Branch authorised in 1846, &c.	—	—	—

RAILWAY BILLS—*continued.*

NAME OF BILL.	Page in Grouping List.	OBJECT OF BILL.	Capital Proposed.		Length of New Line Proposed.
			By Shares.	By Loan.	
			£.	£.	M. CHS.
Fulham, Hammersmith, and City Railway.	21	To incorporate a Company for the construction of a Railway from a Junction with the Hammersmith and City Railway at Hammersmith to a point at the King's-road, Fulham; to authorise working agreements with the Great Western and the Metropolitan Railway Companies.	150,000	50,000	2 4
Girvan and Portpatrick Railway.	21	To extend the time for the compulsory purchase of land and the construction of the Railway; to enable the Company to divide their shares into "preferred" and "deferred shares."	—	—	—
Great Eastern Railway (General Powers).	21	To vest the undertaking of the Ramsey Railway Company in the Great Eastern Railway Company without prejudice to the existing agreement with the Great Northern Railway Company; to abandon the construction of the Ramsey Branch, authorised in 1865; to authorise running powers over a portion of the Tendring Hundred Railway, and to acquire land from the Tendring Hundred Railway Company for Station purposes at St. Botolph, Colchester.	—	—	—
Great Eastern Railway (Metropolitan Railways, &c.)	19, 29, 30	To authorise certain deviations in the Line and alterations of the levels of the authorised Metropolitan Extension; an Extension to join the Metropolitan Railway at its Finsbury Terminus; an Extension of the Walthamstow Branch to Chingford, and a Junction Line at Lea Bridge; agreements with East London Railway Company relative to Station and use of Railway; agreements with Metropolitan Railway Company; extension of time for completion of Railway and works authorised by the Station Act, 1864, &c.	—	—	4 21 deviations 3 33
Great Northern and Western (of Ireland) Railway.	22	To authorise running powers over Railways of the Midland Great Western Railway, and the Great Northern and Western Railway Companies respectively, between Athlone and Dublin, and power to enter into working arrangements with those Companies.	—	—	—
Great Northern and Western (of Ireland) Railway (Westport Quay Line).	22	To extend the time for the construction of portion of the Westport Extension, authorised by the Act of 1861, between Westport and Westport Quay, and to authorise its use solely as a goods line.	—	—	—
Great Northern Railway - -	21	To authorise the abandonment of the Watford and Edgware Railway, authorised in 1864; to provide for a Superannuation Fund and a Guarantee Fund for the officers and servants of the Company.	—	—	—
Great Western Railway - -	20	To vest in the Company the undertaking of the Bourton-on-the-Water Railway Company, and certain shares in the navigation of the River Avon; to authorise the Company to enter into working arrangements with the Watlington and Princes Risborough Railway Company; to provide dwellings for their servants and workmen; to make certain arrangements with respect to the issue of and consolidation of certain capital stocks; to create and issue stock for purchase of Severn Valley Railway, and to enter into agreements with the Bala and Dolgelly Railway Company, with respect to Station at Dolgelly; to limit the liability of Company with respect to workmen's tickets; to extend the time for sale of certain lands; to vest in the Company and the London and North Western Railway Company, under the management of a joint committee, the undertaking of the Shrewsbury and Hereford Railway Company.—Workmen's trains at fares of 3d. per single journey, with limit of liability.	—	—	—

RAILWAY BILLS—continued.

NAME OF BILL.	Page in Grouping List.	OBJECT OF BILL.	Capital Proposed.		Length of New Line Proposed.
			By Shares.	By Loan.	
			£.	£.	M. CHS.
Halesowen and Bromsgrove Branch Railways.	20	To abandon the Railway authorised by and secondly described in the Company's Act, 1866; to reduce the capital of the Company; to extend the time for compulsory purchase of land, and for the completion of works.	—	—	—
Halifax and Ovenden Junction Railway.	2	To extend the time limited by the Company's Act of 1867, for the compulsory taking of land and for the completing of the works authorised by the Acts of 1864 and 1867; and to authorise an increase in the tolls and charges.	—	—	—
Harborne Railway - - -	20	To extend the time for the compulsory purchase of certain lands and for the completion of the Railway.	—	—	—
Hereford, Hay, and Brecon Railway.	21	To make a Junction with the Shrewsbury and Hereford Railway; to enable the Company to purchase certain lands at Hereford, and to enter into working and traffic arrangements with the Midland Railway Company.	—	—	0 7
Hounslow and North London Railway.	21	To incorporate a Company for the construction of Railways from the authorised Hounslow and Metropolitan Railway at Hanwell to the North and South Western Junction Railway near the Acton Station, and to enable the Company to enter into working arrangements with the Hounslow and Metropolitan, the Acton and Brentford, the North and South Western Junction, and the North London Railway Companies.	75,000	25,000	3 37
Islington Railway - - -	19, 29, 30	To incorporate a Company for the making of a Railway (on Viaduct) of a gauge of 3 ft. 6 in., from Islington Green to Moor Lane.	650,000	—	1 25
International Communication -	19	To incorporate a Company for establishing Steam Vessels of great speed and burthen to ply between Dover and the Continent, with power to construct Piers, Water Station, and short Railways to connect with the London, Chatham and Dover, and South Eastern Railways.	750,000	250,000	—
Kingsbridge Railway - - -	20	To extend the time for the purchase of lands under the Act of 1866, and for the completion of Railways authorised by the Acts of 1864 and 1865; to enable the Company to cancel certain existing shares and to issue preference shares in lieu thereof.	—	—	—
Lancashire and Yorkshire and London and North Western Railway Companies (Steam Boats).	29	To authorise the Lancashire and Yorkshire and the London and North Western Railway Companies to establish steam communication between Fleetwood and Belfast, and for such purpose to provide and subscribe towards the purchasing, &c. of steam vessels, &c.	150,000	—	—
Lancashire and Yorkshire Railway.	20	To enable the Company to construct an extension of the Ripponden Branch, and a short Branch at Farrington; to abandon a portion of the authorised Ripponden Branch, and to extend the time for purchase of land and for the completion of the remaining portion; to acquire additional lands at Wakefield.	50,000	16,000	2 15
Limerick and Ennis Railway -	22	To authorise the Company to cancel and re-issue portion of preference stock; to create and issue debenture stock, &c.	—	—	—
Limerick and Foynes Railway -	22	To authorise the Company to cancel and re-issue a portion of preference shares; to create and issue debenture stock, &c.	—	—	—

RAILWAY BILLS—*continued.*

NAME OF BILL.	Page in Grouping List.	OBJECT OF BILL.	Capital Proposed.		Length of New Line Proposed.
			By Shares.	By Loan.	
			£.	£.	M. CHS.
Lancaster and Taff Vale Junction Railway.	21	To extend the time for the construction of Railway No. 1, authorised in 1866, and to abandon Railway No. 2; to authorise the Company to lease their Railway for 999 years to the Taff Vale Railway Company.	—	—	—
London and North Western (Additional Powers.)	20	To enable the Company to make a new Road in the parish of Prescott, county Lancaster, a new Road in parish of Bangor, county Carnarvon and a new Road at Llanllyfni; to acquire additional lands at Prescott, Liverpool, Chendle, Craven Arms Station, Stokesay, Willesden, Mucking, and Henllan; to extend the time for the completion of the Huyton and St. Helens, the Eccles and Little Hulton Line, and the Dowlais Extension Lines; to abandon Railway at Great Budworth; to appoint directors of Portpatrick Company; to subscribe to Leeds Station and certain Railway Companies; to vest in the Company the undertakings of the Carnarvonshire and the Llanberis Railway Companies; to enable the Company to make agreements for the purchase of the Cannock Chase Extension and the Cannock Chase and Wolverhampton Railways; to vest the Shrewsbury and Hereford Railway in Company and the Great Western Company; to vest the Oldham, Ashton-under-Lyne and Guide Bridge Junction Railway in Company and Manchester, Sheffield and Lincolnshire Company, &c.	—	—	0 41
London and North Western Railway (Steam Vessels).	20	To enable the Company to provide and work Steam and other Vessels between Holyhead and Greenore, and other ports in the Lough of Carlingford, the powers for which to exist till December 1885; the Irish North Western and the Dundalk and Greenore Companies may enter into agreements for participation; to extend the time for 14 years for the purchase, hiring, and using of steam vessels authorised by the Company's Acts of 1848, 1855 and 1861.	—	—	—
London, Blackwall, and Millwall Extension Railway.	19, 29	To abandon certain authorised railways at Millwall; to extend the time for the compulsory purchase of lands and completion of Railway No. 4.	—	—	—
London, Brighton, and South Coast Railway.	19	To abandon the authorised Surrey and Sussex Junction Railway and the Worthing Junction; to authorise the making of a Junction with the Eastbourne Branch; the acquisition of additional lands at Brighton, Southwark, and Bermondsey; provision as to new Road at Canterbury Grove-road; to limit compensation for injury by workmen's trains; to authorise the Company to enter into agreements with the South Eastern Railway Company with respect to division of traffic to places where both have stations. Workmen's trains, at fares less than 1 d. per mile, with limited liability.	—	—	1 14
London, Worcester, and South Wales Railway (Extension of Time).	20	To extend the time for the completion of the Railway authorised by the Company's Act of 1865.	—	—	—
Metropolitan - - - -	19, 29	To authorise the abandonment of the portion of the Tower Hill Extension between the east side of Bishopsgate-street and the authorised termination at Tower Hill. Workmen's trains at fares of 2 d. per journey.	—	—	—
Metropolitan and St. John's Wood Railway.	19, 29, 30	To authorise the construction of a Branch Railway from the Finchley-road to the Edgware-road at a point adjoining the end of Willesden-lane; to abandon the portion of the authorised Railway north of the Junction of the proposed Branch, and also the Hampstead Extension; to cancel Bond under Act of 1865.	—	—	0 76

RAILWAY BILLS—continued.

NAME OF BILL.	Page in Grouping List.	OBJECT OF BILL.	Capital Proposed.		Length of New Line Proposed.
			By Shares.	By Loan.	
Metropolitan District Railway -	19, 29, 30	To authorise the construction of a Railway from a Junction with the authorised Line on the east side of Lambeth Hill, and passing thence under the new street (now constructing between Blackfriars Bridge and the Mansion House) to the point where it intersects Bucklersbury, with a Station thereat, and a Subway leading therefrom to the area in front of the Royal Exchange; also a Station between Lambeth Hill and Great Trinity-lane. Workmen's trains at fares of 1 d. per journey with limit of liability.	£. 200,000	£. 66,000	M. CHS. 0 25
Midland Counties and South Wales Railway.	20	To authorise the construction of a Railway in substitution of the uncompleted portion of the Banbury Line; to extend the time for the purchase of lands and the completion of the Railways authorised by the Act of 1865; to authorise the capital under by Act of 1866 for the Ross Line as a separate capital; to suspend legal proceedings against the Company, and to enable them to issue Debenture Stock.	—	{ Debenture Stock, 680,000 }	8 12
Midland Railway (Additional Powers).	20	To authorise the construction of a Branch from Gresley Station to Cotton Park Colliery, a Junction Line with the Springwell Branch, and an extension of the Pilesey Branch; to authorise the Company to acquire certain Railways at Staveley; to abandon their authorised Sheepbridge Branch; to divert Turnpike road on the Sheepbridge Branch; to alter Levels of Railway at Duddleston; to acquire certain lands at Chesterfield, North Wingfield, Spondon, Great Bowden, Leicester, in the West Riding, and at Lenton and North Collingham; to extend the time for the completion of Settle and Carlisle Line, the Radford and Nowell Line, and for a portion of the Bath and Thornbury Line.	750,000	250,000	7 52
Midland Railway (Wirksworth and Rowsley Line).	20	To authorise the construction of a Railway to connect the Duffield and Wirksworth Railway with the Rowsley and Buxton Railway.	350,000	116,000	9 00
Milford Haven Dock and Railway	21	To extend the time for the completion of the Dock authorised by the Company's Act of 1860; to authorise them to enter into agreements with certain parties for the management or the lease to them of their undertaking.	—	—	—
Navan and Kingscourt Railway -	22	To enable the Company to subscribe towards Tramways, to enter into working arrangements with the Dublin and Meath and Great Southern and Western Railway Companies, to extend the time for completion of Railway, &c.	—	—	—
Newport Pagnell Railway -	21	To extend the time for the completion of the Railway authorised in 1865, and for the purchase of lands and completion of Works authorised by Act of 1866; to enable the Company to alter the levels of their Olney Extension, and of a portion of the Wellingborough Extension.	—	{ Debenture Stock, 120,000 }	—
Newport Railway - - -	21	To authorise the construction of a Railway from a Junction with the Company's Railway authorised in 1866 at Ferry-Port-on-Craig, to a Junction in the parish of Forgan, with the proposed Tay Bridge Railway at the shore of the Tay; and to enable the Company to enter into working arrangements with the North British Railway Company; to extend the time for completion of Railway authorised in 1866; to abandon the Deviation Line authorised in 1867.	—	—	4 43
Newry and Armagh Railway -	22	To authorise the winding up of the Company, and the sale of their undertaking.	—	—	—

RAILWAY BILLS—continued.

NAME OF BILL.	Page in Grouping List.	OBJECT OF BILL.	Capital Proposed.		Length of New Line Proposed.
			By Shares.	By Loan.	
			£.	£.	M. CHS.
Newry and Armagh Railway -	22	To provide by arbitration for the arbitration of the affairs of the Company.	—	—	—
Newry and Greenore Railway -	22	To extend the time for the completion of Railways authorised by the Company's Acts of 1863, 1865, and 1867.	—	—	—
North British and Edinburgh and Bathgate Railway Companies.	21	To amend the Act of 1846 with respect to the rents payable to the Edinburgh and Bathgate Railway Company; to reduce the number of the Directors, &c.	—	—	—
North British Railway (Tay Bridge).	21	To authorise the construction of certain railways from a Junction with the Company's existing Railway at Leuchars, in the county of Fife, passing across the River Tay to a Junction with the Caledonian Railway and the Harbour Railway at Dundee; working arrangements with the Caledonian Railway Company, &c.	350,000	116,600	9 31
North British Railway (General Powers).	21	To authorise the construction of certain short Railways near Glasgow; to abandon certain portions of authorised Lines; to authorise agreements with the Clyde Trustees as to subscription to Stobcross undertaking; to constitute Port Edgar a Harbour belonging to the Company; to extend the time for the compulsory purchase of Land, and for the completion of certain Railways; to authorise capital arrangements, &c.	—	—	1 34
North Eastern Railway (Consolidation of Stocks).	20	To consolidate into one ordinary Stock the separate ordinary Stocks and Shares of the Company, &c.	—	—	—
North Eastern Railway (Hawes and Melmerby, &c.).	20	To authorise the construction of a Railway from the Bedale and Leyburn Branch at Leyburn to a Junction with the Midland (Settle and Carlisle) Railway at Hawes, and the abandonment of the Hawes and Melmerby Railway; to vest the undertaking of the West Durham Railway in the Company; to subscribe to Tees Valley Railway Company; to cancel Bond given to Treasury by the North Yorkshire and Cleveland Company, &c.	50,000	74,000	16 25
North Metropolitan Railway -	19, 29	To extend the time for the compulsory purchase of Lands for the purposes of the Company's Act, 1867.	—	—	—
North Staffordshire Railway -	20	To abandon the construction of certain Branch Railways authorised in 1864 and 1865, and to authorise the Company to subscribe a further sum to the undertaking of the Macclesfield, Bollington, and Marple Railway Company.	—	—	—
Oswestry and Llangynog Railway.	21	To incorporate a Company for making a Railway from Oswestry to Llangynog, upon a gauge not wider than 4 feet 8½ inches, or narrower than 2 feet; with power to enter into working arrangements with the Great Western and the Cambrian Railway Companies.	60,000	20,000	19 77
Pembroke and Tenby Railway -	21	To construct an Extension Railway into Pembroke Dockyard, and to authorise the Company to make arrangements with the Admiralty.	25,000	8,300	0 34
Penicuik Railway - - -	21	To incorporate a Company to make a Railway from the Hawthornden Station of the Peebles Railway to Penicuik, with power to enter into working arrangements with the North British Railway Company.	54,000	18,000	4 33
Pontypool, Caerleon, and Newport Railway.	21	To extend the time for the compulsory purchase of Lands, and for the completion of the Railways authorised in 1865.	—	—	—
Poole and Bournemouth Railway.	19	To extend the time for the completion of the Railways authorised in 1865; and to authorise running powers over the Railways of other Companies.	—	—	—

RAILWAY BILLS—*continued.*

NAME OF BILL.	Page in Grouping List.	OBJECT OF BILL.	Capital Proposed.		Length of New Line Proposed
			By Shares.	By Loan.	
			£.	£.	M. CHAS.
Preston, Longton, and Southport Railway.	20	To incorporate a Company for making Railways from the North Union and the Lancashire and Yorkshire Railways near Preston, to the Lancashire and Yorkshire Railway near Southport, with power to use certain portions of those railways, and to enter into working arrangements with the London and North Western and Lancashire and Yorkshire Railway Companies.	115,000	38,000	15 50
Preston Station - - -	20	To enable the London and North Western, and the Lancashire and Yorkshire Railway Companies, to enlarge their Preston Station, and to authorise agreements between those Companies with reference thereto.	—	—	—
Ryde Pier Railway Extension	19	To authorise the Company to construct a Railway from their Railway to the Isle of Wight Railway Terminus; and the Isle of Wight Railway Company to become joint owners, &c.	—	—	0 60
Ryde Station (Deviation and Abandonment of Railway, &c.)	19	To authorise a deviation of a portion of the Railway authorised in 1866, and to extend the time for the construction &c.	—	—	—
Sevenoaks, Maidstone, and Tunbridge Railway.	19	To authorise a deviation of the Railway authorised in 1862; an extension of time for the remainder of the Railway; and to reduce the authorised capital, &c.	—	—	{ deviation 3 16
Severn and Wye Railway and Canal.	21	To authorise the Company to extend their Railway to the Ross and Monmouth Railway, &c.	36,000	12,000	5 33
Severn Junction Railway -	20	To make new Railways in substitution of those authorised in 1865 and 1866, and a road-bridge across the Severn; to authorise the Company to use part of the Midland and the Severn and Wye Railways, and to enter into working arrangements with the Midland, the Great Western, and other Railway Companies.	—	—	11 75
South Eastern Railway - -	19	To authorise a new line of Railway in substitution of a portion of Greenwich and Woolwich line, to divert certain roads, to extend the time for compulsory purchase of lands for certain lines; to authorise the Company to abandon certain other Lines; to enter into agreements with regard to Hotels; to transfer the powers granted for their Hythe and Sandgate Line to a Limited Company, and to sell or dispose of water flowing from tunnels on Tunbridge and Dartford Lines, &c.	—	—	1 50
Surbiton, Cobham, and Ripley Railway.	19	To incorporate a Company, with a contingent guarantee for interest on the capital by owners of adjoining property, for making a railway from the Surbiton Station of the London and South Western Railway to Ripley Green; with power to enter into working arrangements with the London and South Western Railway Company.	100,000	30,000	10 70
Sutherland Railway Extension	21	To authorise the Duke of Sutherland to make and maintain a Railway from the Golspie Station of the Sutherland Railway to near Helmsdale; working arrangements with the Sutherland and the Highland Railway Companies, &c.	—	—	17 20
Teign Valley Railway - -	20	To extend the time for compulsory purchase of certain Lands, and for the completion of the Railway; to authorise running powers over portions of adjoining Railways, &c.	—	—	—
Tottenham and Hampstead Junction Railway.	19, 29	To abandon two short Lines of Railway, authorised in 1863, for connecting Company's Railway with the Midland Railway.	—	—	—
Wolverhampton and Walsall Railway.	20	To make certain alterations in the construction of the authorised Works; to extend the time for the purchase of Lands, and for the completion of the Company's Railways.	66,000	22,000	—

T R A M W A Y S.

NAME OF BILL.	Page in Grouping List.	OBJECT OF BILL.	Capital Proposed.		Length of New Line Proposed.
			By Shares	By Loan.	
Birmingham and Staffordshire Tramways.	23	To incorporate a Company for the construction of Tramways in Birmingham, Handsworth, West Bromwich and Tipton. (Gauge, 5 feet 1 inch from outer edge.)	£. 50,000	£. 12,000	M. CHS. 11 55
Birmingham Street Tramways -	23	To incorporate a Company for the construction of Street Tramways in Birmingham and the neighbourhood. (Gauge, 4 feet 8½ inches.)	80,000	20,000	22 34
Birmingham Tramways - -	23	To incorporate a Company for the construction of Street Tramways in Birmingham and its suburbs. (Gauge, 4 feet 8½ inches from inner edge.)	176,000	44,000	20 01
City of Dublin and Suburban Tramways and Railways.	23	To incorporate a Company for the construction of Street or Road Tramways and Railways in and near Dublin. (Gauge, 5 feet 8 inches from outer edge.)	90,000	30,000	10 78
Clyde Navigation - - -	23	To authorise the Trustees of the Clyde Navigation to construct Tramways and other Works, and for other purposes.	—	—	—
East London Tramways - -	22	To incorporate a Company for the construction of Street Tramways in the Commercial-road, Whitechapel, and other eastern parts of the Metropolis. (Gauge, 4 feet 8½ inches from inner edge.)	48,000	12,000	4 57
Ellesmere and Glyn Valley Tramway.	23	To authorise the construction of portions of the Ellesmere and Glyn Valley Railway as a Tramway, and to dissolve the Ellesmere and Glyn Valley Railway Company, and for other purposes.	25,000	8,300	3 42
Glasgow Street Tramways -	23	To incorporate a Company for the construction of Street Tramways in Glasgow and the suburbs, and to confer upon the Town Council the powers exercised by the Board of Trade under the Metropolitan Tramway Acts. (Gauge, 4 feet 8½ inches from inner edge.)	200,000	50,000	18 38
Glasgow Tramways - - -	23	To incorporate a Company for the construction of Street Tramways in Glasgow and the suburbs. (Gauge, 5 feet 1 inch from outer edge.)	320,000	80,000	40 18
Leeds Street Tramways - -	22	To incorporate a Company for the construction of Street Tramways in Leeds and its suburbs. (Gauge, 4 feet 8½ inches from outer edge.)	76,000	19,000	9 47
Leeds Tramways - - -	22	To incorporate a Company for the construction of Street Tramways in the Borough of Leeds. (Gauge, 5 feet 1 inch from outer edge.)	120,000	30,000	16 31
Liverpool Street Tramways -	23	To incorporate a Company for the construction of Street Tramways in Liverpool; to compel the "Liverpool Tramways Company" to remove lines laid in unauthorised positions. Running powers over part of the Liverpool Tramway Company's lines. Power to make traffic arrangements with other Companies. (Gauge, 4 feet 8½ inches from inner edge.)	176,000	44,000	21 64
Liverpool Tramways - -	23	To authorise the Liverpool Tramways Company to make additional Tramways in Liverpool and its neighbourhood, and to raise additional capital. (Gauge, 5 feet 3 inches.)	240,000	60,000	35 40

TRAMWAYS—*continued.*

NAME OF BILL.	Page in Grouping List.	OBJECT OF BILL.	Capital Proposed.		Length of New Line Proposed.
			By Shares.	By Loan.	
			£.	£.	M. CHS.
London Street Tramways - -	22	To incorporate a Company for the construction of Street Tramways in Islington, Clerkenwell, St. Pancras, Marylebone, Paddington, St. Giles's, Southwark, Lambeth, and other parts of the Metropolis. (Gauge, 4 feet 8½ inches from inner edge.)	400,000	100,000	43 20
Manchester and Salford District Tramways (No. 1).	23	To incorporate a Company for the construction of Street Tramways in Manchester, Salford, and the suburbs. (Gauge, 6 feet 3 inches from outer edge.)	120,000	30,000	55 15
Manchester and Salford District Tramways (No. 2).	23	To authorise the Manchester Carriage and Tramway Company, Limited, to construct Street Tramways, in Manchester, Salford, and adjacent districts, and to change the name of the Company. (Gauge, 5 feet 3 inches from outer edge.)	To be raised by vote of general meeting as required, under articles of association.	Not to exceed one-half of the paid-up capital for the time being.	65 66
Manchester Street Tramways -	23	To incorporate a Company for the construction of Street Tramways in Manchester and its suburbs. (Gauge, 4 feet 8½ inches from inner edge.)	280,000	50,000	21 40
Manchester Tramways - - -	23	To incorporate a Company for the construction of Street Tramways in Manchester. (Gauge, 5 feet 1 inch.)	160,000	40,000	19 39
Metropolitan Street Tramways -	22	To authorise the Metropolitan Street Tramways Company to extend their lines, and to make traffic arrangements with the Pimlico, Peckham, and Greenwich Street Tramways Company. (Gauge, 4 feet 8½ inches from inner edge.)	30,000	7,500	6 12
North London Tramways - -	22	To incorporate a Company for the construction of Street Tramways in the Edgware-road, Uxbridge-road, Marylebone-road, Hampstead-road, and other northern parts of London. (Gauge, 5 feet 3 inches from outer edge.)	250,000	60,000	17 35
North Metropolitan Tramways -	22	To empower the North Metropolitan Tramways Company to construct additional Street Tramways in the east and north-eastern parts of London, and to raise additional capital. (Gauge, 5 feet 3 inches from outer edge.)	280,000	70,000	26 4
Pimlico, Peckham, and Greenwich Street Tramways (Extension).	22	To authorise the Pimlico, Peckham, and Greenwich Street Tramways Company to extend their lines, and to make traffic arrangements with the Metropolitan Street Tramways Company, and to raise additional capital. (Gauge, 4 feet 8½ inches from inner edge.)	160,000	40,000	27 31
Pimlico, Peckham, and Greenwich Street Tramways (Various Powers).	22	To authorise the Company to construct additional passing places, to double some of their authorised single lines, and to abandon others. (Gauge, 4 feet 8½ inches from inner edge.)	56,000	14,000	0 9
Plymouth, Stonehouse, and Devonport Street Tramways.	23	To incorporate a Company for the construction of Street Tramways, in Plymouth, Stonehouse, and Devonport. (Gauge, 5 feet from outer edge.)	24,000	6,000	1 46
Portsmouth Street Tramways -	23	To incorporate a Company for the construction of Street Tramways in Portsmouth. Running powers over part of the Landport and Southsea Tramway. (Gauge, 5 feet 1 inch from outer edge.)	10,000	2,500	2 33
Wallasey Tramways - - -	23	To incorporate a Company for the construction of Tramways in the parish of Wallasey. (Gauge, 5 feet 3 inches from outer edge.)	15,000	3,500	5 8
Worcester Railways and Tramways.	23	To authorise Messrs. Hill, Evans, & Co. to construct Railways and Tramways from the Great Western and Midland Stations at Worcester to other parts of the town. Facilities for traffic, and power to make working arrangements with the Railway Companies. (Gauge, not prescribed.)	Private -	Private -	0 37

GAS BILLS.

NAME OF BILL.	Page in Grouping List.	OBJECT OF BILL.	Capital Proposed.		Special Rate of Dividend (if any).	Proposed Illuminating Power.	Proposed Maximum Price per 1,000 Feet.
			By Shares.	By Loan.			
Aberdare Gas - - -	24	To incorporate the existing Aberdare Gas Company, and to authorise them to raise further Capital.	£. 6,000	£. 5,000	7½ per cent.; 6 per cent. if issued as preference.	Candles. 14	s. d. 4 -
Airedale Gas - - -	24	To incorporate the existing Airedale Gas Light Company, for the purpose of supplying parts of the townships of Idle and Eccleshill with Gas, and to authorise them to raise additional Capital.	9,000	7,000	—	14	4 7
Belfast Consumers - - -	24	To incorporate a Company for supplying Gas to the town of Belfast, Knockbrede, and Holywood.	100,000	25,000	—	14	3 6
Brecon Gas - - -	24	To incorporate the existing Brecon Gas Company; for supplying Gas to the borough of Brecon, and to authorise them to raise additional Capital.	4,000	2,000	7 per cent. - -	12	4s. 7d. for cash at the end of quarter, otherwise 5s. 10d.
Brighton and Hove General Gas.	24	To empower the Brighton and Hove Gas Company to construct new Works, and to make arrangement with the Shoreham Harbour Company.	—	—	—	—	—
Broughty Ferry Police Commissioners.	24	To empower the Police Commissioners of Broughty Ferry to purchase the Works of the Gas Light Company, and to supply Gas within the district.	—	8,000	—	18	To be fixed annually by the Commissioners.
Buxton Gas - - -	24	To incorporate the existing Buxton Gas Company; for supplying Gas to Buxton and the neighbourhood, and to authorise them to raise additional Capital.	11,871	5,700	7½ per cent. - -	14	5s. within a mile of works, and 6s. beyond.
Cardiff Gas Light and Coke Company.	24	To extend the limits within which the Company may supply Gas, and to authorise them to raise additional Capital.	100,000	25,000	8 per cent. on ordinary, and 6 per cent. on preference shares.	14	4s. and 5s.
Carmarthen Gas - - -	24	To incorporate the existing Carmarthen Gas Company; to empower them to erect additional Works, and to raise new Capital.	6,000	3,500	7½ per cent. on ordinary; 6 per cent. on preference shares.	14	4 6
Chester Gas - - -	24	To authorise the Chester United Gas Company to raise additional Capital.	20,000	5,000	7½ per cent. on ordinary, and 7 per cent. on preference shares.	—	—
Cleckheaton Local Board -	24	To enable the Local Board to purchase the Undertaking of the Cleckheaton Gas Company, and to supply the district with Gas, and to dissolve the Company.	—	40,000	—	14	4 6
Eccleshill and Bolton Gas -	24	To incorporate the existing Eccleshill and Bolton Gas Company; to extend the District of the Company, and to authorise them to raise additional Capital.	10,000	7,500	7½ per cent. on ordinary, and 6 per cent. on preference shares.	14	5 -
Gas Light and Coke Company.	24	To enable the Company to purchase the Undertaking of the Victoria Docks Gas Company; to supply Gas in bulk beyond the metropolis; to sell surplus Lands, and to pay interest on Shares and Loans out of Capital for one year.	—	—	5 per cent. out of capital for one year on shares, stock, or mortgages issued for the construction of Beckton Works.	—	—
Great Central Gas Consumers' Company.	24	To authorise the Company to raise additional Capital for further Works; to provide for the loss occasioned by Mr. Higgs' defaultations.	20,000	7,500	—	—	—
Hedden Bridge Gas -	24	To incorporate the Company to carry on and extend the Works of the former Registered Company, and to raise additional Capital.	16,500	One-third of the amount of paid-up capital.	6 per cent. on preference shares.	12	5 -

GAS BILLS—continued.

NAME OF BILL.	Page in Grouping List.	OBJECT OF BILL.	Capital Proposed.		Special Rate of Dividend (if any).	Proposed Illuminating Power.	Proposed Maximum Price per 1,000 feet.
			By Shares.	By Loan.			
Imperial Continental Gas Association.	24	To extend the powers of the Company, and to capitalize sums expended on Extensions out of divisible profits.	£. 2,100,000	£. 300,000	—	Candles. —	s. d. —
King's Lynn Consumers' Gas.	24	To incorporate a Company to supply the town of King's Lynn or its neighbourhood with Gas.	30,000	7,500	6 per cent. on Debenture Stock.	14	4 -
King's Lynn Gas - -	24	To incorporate a Company to supply Gas to King's Lynn and other places, and to purchase existing Works.	32,000	8,000	—	14	4 -
Leeds Corporation Gas and Improvements.	24	To empower the Leeds Corporation to erect Gas Works, and supply Gas in Leeds, and for other purposes.	—	495,000	—	16	—
Leeds Corporation Gas (Purchase of existing Gas Works, &c.)	24	To empower the Leeds Corporation to purchase the Undertaking of the Leeds Gas Light Company, and the Leeds New Gas Company.	—	950,000	—	16	—
Leeds Gas Light Company.	24	To empower the Leeds Gas Light Company to extend their limits of supply, and to raise further Capital.	100,000	25,000	6 per cent. on ordinary shares, 5 per cent. if issued as preference.	—	—
Newport (Isle of Wight) Gas.	24	To incorporate the Newport Gas Company; to empower the Company to purchase existing Gas Works; to erect new Works, and purchase additional Land.	30,000	7,500	7 per cent. on 10,000l. Additional Capital, and 6 per cent. if issued as preference.	14	5 -
Paisley Gas - - -	24	To transfer the Paisley Gas Works to the Corporation.	—	15,000	—	25	4 2
Rainhill Gas and Water -	24	To incorporate a Company for supplying Gas and Water to Rainhill; to empower the Company to purchase existing Gas and Water Works.	15,000	3,750	—	18	6 s. 8 d. for the first three years.
Reading Gas - - -	24	To enable the Reading Gas Company to raise additional Capital; to erect new Works; to extend their limits of supply; and to sell certain Works and Land.	40,000	10,000	7 per cent. on ordinary and 6 per cent. on preference shares.	—	—
Rotherham Gas Company	24	To enable the Rotherham Gas Company to raise additional Capital, and for increasing the illuminating power of the Gas.	60,000	15,000	7 per cent. when gas is 4s. 6d. per 1,000 feet; 8 per cent. when the price is over 4s. but under 4s. 6d.; 9 per cent. when 3s. 6d. and under 4s.; 10 per cent. when it does not exceed 3s. 6d.; 6 per cent. on preference shares.	14	—
St. Albans Gas - -	24	To incorporate the existing St. Albans Gas Company; to extend the limits of supply; and to raise further Capital.	18,000	8,000	6 per cent. - -	13	5 6
St. Helens Gas - -	24	To extend the powers of the St. Helens Gas Company, and to empower them to raise further Capital.	92,000	34,500	7 per cent. on ordinary, and 6 per cent. on preference shares.	14	—
Sheffield Corporation Gas (New Works).	24	To authorise the Corporation of Sheffield to manufacture and supply Gas within the borough of Sheffield.	—	300,000	By mortgage or by perpetual annuities of 2l. per annum each.	18	3 -
Sheffield Corporation Gas (Purchase).	24	To empower the Corporation of Sheffield to purchase the Undertaking of the Sheffield United Gas Light Company.	The amount of capital raised and authorised to be raised by the Company, and further sums for redemption of annuities.		—	—	—
Shipley Gas - - -	24	To extend the limits and increase the Capital of the Shipley Gas Company.	52,000	13,000	7½ per cent. on ordinary, and 6 per cent. on preference shares.	14	—
Wrexham Gas - - -	24	To incorporate the existing Wrexham Gas Light Company; to authorise them to manufacture and supply Gas; and to raise additional Capital.	38,000	9,500	7 per cent. - -	14	4 s. 6 d. within one mile of parish church, 5s. within two miles, and 4s. 6d. beyond.
Yeovil Gas and Coke Company.	24	To incorporate the existing Yeovil Gas Light Company; to extend the Works and increase the Capital of the Company.	13,800	7,000	7 per cent. on ordinary, and 6 per cent. on preference shares.	14	5 -

WATER BILLS.

NAME OF BILL.	Page in Grouping List.	OBJECT OF BILL.	Capital Proposed.	
			By Shares.	By Loan.
			£.	£.
Aberdare Local Board Water -	25	To enable the Local Board of Aberdare to erect Waterworks and supply Water, and to purchase existing works.	-	65,000
Ashton-under-Lyne, Staley-bridge, and Dukinfield District.	25	To combine the Corporations of Ashton and Staleybridge and the Local Board of Dukinfield in a system of Water supply for the district.	Ashton to find 7-15ths of capital - Staleybridge 5-15ths - Dukinfield 3-15ths -	Mortgage not exceeding. £. 168,000 120,000 72,000
Bath Corporation - - -	25	To increase and extend the limits and supply of Water by the Corporation, by acquiring existing works and constructing new works.	-	70,000
Beccles Water - - - -	25	To incorporate a Company for supplying the town and parish of Beccles with Water.	9,600	2,400
Belfast Water - - - -	25	To extend the powers of the Belfast Water Commissioners, and to authorise them to borrow further money.	-	110,000
Birmingham Waterworks -	25	To extend the limits of supply and construct further works.	—	—
Chiltern Hills Spring Waterworks.	25	To incorporate the Chiltern Hills Spring Water Company (Limited), to extend their limits of supply, and to raise further capital.	10,000	10,000
Dublin Corporation Waterworks.	25	To enable the Corporation of Dublin to enlarge and extend their Waterworks, to amend previous Acts, and to confirm Agreements with the Treasury and Public Works Loan Commissioners.	—	—
Enniskillen Borough Improvements.	25	To enable the Commissioners for the Borough of Enniskillen to construct Waterworks, and supply Water, and for other purposes.	-	8,000 (for Waterworks). 8,000 (for other purposes). 7,600
Fylde Water - - - -	25	To extend the limits of supply and increase the capital of the Fylde Waterworks Company, and to give power to Company to alter the number of Directors.	30,000	
Halifax Water and Gas Extension.	25	To amend and extend the Acts relating to the supply of Water and Gas to Halifax, and to the improvement of that Borough.	-	15,000 (for Waterworks).
Kirkcaldy and Dysart - -	25	To extend limits of supply, and to authorise the Commissioners to borrow additional money.	-	15,000
Liverpool Improvement and Waterworks.	25	To empower the Corporation to erect new Waterworks, and for various other purposes.	—	60,000 (for Waterworks). 345,000 (for other purposes).
Littlehampton Water - -	25	To incorporate a Company for the supply of Littlehampton and its neighbourhood with Water.	12,000	3,000
Mansfield Waterworks - -	25	To incorporate a Company for supplying the town and parish of Mansfield with Water.	12,000	4,000

WATER BILLS—continued.

NAME OF BILL.	Page in Grouping List.	OBJECT OF BILL.	Capital Proposed.	
			By Shares.	By Loan.
Newcastle and Gateshead Waterworks.	25	To extend the works and limits, and to increase the capital of the Newcastle and Gateshead Water Company, and to authorise them to purchase the Undertaking of the North Shields Company.	£ 150,000	£ 35,000
Newry Waterworks - - -	25	To incorporate a Company for supplying the town of Newry and its neighbourhood with Water.	30,000	7,500
Oldham Corporation Waterworks.	25	To empower the Corporation of Oldham to construct additional Waterworks, and extend their limits of supply.	- - -	200,000
Ruabon Water - - - -	25	To incorporate a Company for supplying Water to the town of Ruabon and its neighbourhood.	12,000	4,000
Runcorn, Weston, and Halton Waterworks.	25	To enable the Company to raise additional capital for the completion of their Undertaking.	20,000	5,000
Sheffield Corporation Water -	25	To transfer to the Corporation the Undertaking of the Sheffield Waterworks, on terms to be agreed upon or settled by arbitration.	The amount raised and authorised to be raised by the Company, and such further sum as may be required for redemption of annuities.	
Sheffield Waterworks - -	25	To amend and extend the Acts relating to the Company, and to make provisions respecting supply, and to extend time for completion of works.		
Shoreham and District Water -	25	To confer additional powers on the Shoreham and District Central Service Waterworks Company (Limited).	-	-
Southport Waterworks - -	25	To extend the limits and works, and to increase the capital, of the Southport Waterworks Company.	80,000	20,000
Skipton Waterworks - -	25	To extend the works and powers of the Skipton Waterworks Company, and to increase their capital, and to repeal existing Act.	10,000	3,500
Tonkin Water - - - -	25	To incorporate the Tonkin Waterworks Company, and to dissolve the existing Limited Company, for supplying Water to Tonkin and its neighbourhood.	16,000	5,500
Trent Improvement - - -	25	To extend the powers of the Corporation for supplying Water to the Borough and its neighbourhood, and to empower them to purchase or in three years the Undertaking of the Trent and Cliffe Company, and for other purposes.	-	20,000 (for water). 5,000 (for other purposes).

<u>Grouping.</u> <u>England.</u> <u>Railway Bills.</u>					Length of New Line.	
					M. CHS.	
III. South West.	South West :					
	<i>Barnstaple and Ilfracombe Railway (No. 1)</i>	-	-	-	13	55
	<i>Barnstaple and Ilfracombe Railway (No. 2)</i>	-	-	-	14	25
	<i>Bristol and North Somerset Railway</i>	-	-	-	{ deviation 1 34	
	<i>Bristol-Port Railway and Pier</i>	-	-	-	-	—
	<i>Bude and Torrington Junction Railway</i>	-	-	-	-	—
	<i>Kingsbridge Railway</i>	-	-	-	-	—
IV. North.	<i>Teign Valley Railway</i>	-	-	-	-	—
	North :					
	<i>Blackpool and Lytham Railway (New Works and Additional Powers)</i>	-	-	-	0	42
	<i>Furness Railway</i>	-	-	-	-	—
	<i>Halifax and Ovendon Junction Railway</i>	-	-	-	-	—
	<i>Lancashire and Yorkshire Railway</i>	-	-	-	2	15
	<i>Lancashire and Yorkshire and London and North Western Railway Company (Steam Boats)</i>	-	-	-	-	—
V. Central.	<i>London and North Western Railway (Additional Powers)</i>	-	-	-	0	41
	<i>London and North Western Railway (Steam Vessels)</i>	-	-	-	-	—
	<i>North Eastern Railway (Consolidation of Stocks)</i>	-	-	-	-	—
	<i>North Eastern Railway (Hawes and Melmerby, &c.)</i>	-	-	-	16	25
	<i>Preston, Longton, and Southport Railway</i>	-	-	-	15	50
	<i>Preston Station</i>	-	-	-	-	—
	Central :					
	<i>Chesterfield and Brampton Railway</i>	-	-	-	{ 1 13 tramway 0 21	
	<i>Dudley, Oldbury, and Birmingham High Level Railway</i>	-	-	-	6	29
	<i>East and West Junction Railway</i>	-	-	-	-	—
	<i>Great Western Railway</i>	-	-	-	-	—
	<i>Halesowen and Bromsgrove Branch Railways</i>	-	-	-	-	—
	<i>Harborne Railway</i>	-	-	-	-	—
	<i>London, Worcester, and South Wales Railway (Extension of Time)</i>	-	-	-	-	—
	<i>Midland Counties and South Wales Railway</i>	-	-	-	8	12
	<i>Midland Railway (Additional Powers)</i>	-	-	-	7	52
	<i>Midland Railway (Wirksworth and Rowsley Line)</i>	-	-	-	9	0
	<i>North Staffordshire Railway</i>	-	-	-	-	—
	<i>Severn Junction Railway</i>	-	-	-	11	75
	<i>Wolverhampton and Walsall Railway</i>	-	-	-	-	—

	Length of New Line.	Grouping.
East :	M. CHS.	England.
<i>Bedford and Northampton Railway</i> - - - -	—	<i>Railway Bills.</i>
<i>Bury Saint Edmunds and Thetford Railway</i> - -	{ deviation 2 25	VI.
<i>Ely and Bury Saint Edmunds Railway</i> - - -		East.
<i>Fulham, Hammersmith, and City Railway</i> - -	18 30	
<i>Great Eastern Railway (General Powers)</i> - -	2 4	
<i>Great Northern Railway</i> - - - -	—	
<i>Hounslow and North London Railway</i> - - -	3 37	
<i>Newport Pagnell Railway</i> - - - -	—	

WALES.

Wales. VII.	Length of New Line.	
	M. CHS.	
<i>Brecon and Merthyr Tydfil Junction Railway</i> - - -	-	-
<i>Dare Valley Railway</i> - - - -	-	-
<i>Hereford, Hay, and Brecon Railway</i> - - -	0	7
<i>Llantrissant and Taff Vale Junction Railway</i> - -	-	-
<i>Milford Haven Dock and Railway</i> - - - -	-	-
<i>Oswestry and Llangynog Railway</i> - - - -	19	77
<i>Pembroke and Tenby Railway</i> - - - -	0	34
<i>Pontypool, Caerleon, and Newport Railway</i> - -	-	-
<i>Severn and Wye Railway and Canal</i> - - - -	5	33

SCOTLAND.

Scotland. VIII.	Length of New Line.	
	M. CHS.	
<i>Blane Valley Railway</i> - - - -	-	-
<i>Caledonian Railway Company (Additional Powers)</i> - -	6	54
<i>Caledonian and Glasgow and South Western Railway Companies</i> - - - -	-	-
<i>Caledonian Railway Company (Tay Ferries and Land at Dundee)</i> - - - -	-	-
<i>Callandar and Oban Railway</i> - - - -	-	-
<i>Edinburgh, Loanhead, Roslin, and Penicuik Railway</i> - -	6	13
<i>Girvan and Portpatrick Junction Railway Company</i> - -	-	-
<i>Newport Railway</i> - - - -	4	43
<i>North British and Edinburgh and Bathgate Railway Companies</i> - - - -	-	-
<i>North British Railway (Tay Bridge)</i> - - - -	9	31
<i>North British Railway (General Powers)</i> - - - -	1	34
<i>Penicuik Railway</i> - - - -	4	33
<i>Sutherland Railway Extension</i> - - - -	17	20

<i>Grouping.</i> <i>Ireland.</i> <i>Railway Bills.</i> <i>IX.</i>	IRELAND.						Length of New Line.	
							M.	CHS.
	<i>Belfast, Holywood, and Bangor Railway</i>	-	-	-	-	-	-	-
	<i>Dublin and Antrim Junction Railway</i>	-	-	-	-	-	-	-
	<i>Dublin Trunk Connecting Railway</i>	-	-	-	-	-	-	-
	<i>Dublin, Wicklow, and Wexford Railway</i>	-	-	-	-	-	1	44
	<i>Great Northern and Western (of Ireland) Railway (Running Powers) &c.</i>	-	-	-	-	-	-	-
	<i>Great Northern and Western (of Ireland) Railway (Westport Quay Line)</i>	-	-	-	-	-	-	-
	<i>Limerick and Ennis Railway</i>	-	-	-	-	-	-	-
	<i>Limerick and Foynes Railway</i>	-	-	-	-	-	-	-
	<i>Navan and Kingscourt Railway</i>	-	-	-	-	-	-	-
	<i>Newry and Armagh Railway</i>	-	-	-	-	-	-	-
	<i>Newry and Armagh Railway</i>	-	-	-	-	-	-	-
	<i>Newry and Greenore Railway</i>	-	-	-	-	-	-	-

TRAMWAY BILLS.

Tramway Bills.

X.

Metropolis.

Metropolis:

<i>East London Tramways</i>	-	-	-	-	-	-	-	4	57
<i>London Street Tramways</i>	-	-	-	-	-	-	-	43	20
<i>Metropolitan Street Tramways</i>	-	-	-	-	-	-	-	6	12
<i>North London Tramways</i>	-	-	-	-	-	-	-	17	35
<i>North Metropolitan Tramways</i>	-	-	-	-	-	-	-	28	4
<i>Pimlico, Peckham, and Greenwich Street Tramways (Extensions, &c.)</i>	-	-	-	-	-	-	-	27	31
<i>Pimlico, Peckham, and Greenwich Street Tramway Company (Various Powers)</i>	-	-	-	-	-	-	-	0	9

Leeds.

Leeds:

<i>Leeds Tramways</i>	-	-	-	-	-	-	-	16	31
<i>Leeds Street Tramways</i>	-	-	-	-	-	-	-	9	47

							Length of New Line.		Grouping. England. Tramway Bills.
							M.	CHS.	
Liverpool, &c. :									
<i>Liverpool Street Tramways</i>	-	-	-	-	-	-	21	64	Liverpool.
<i>Liverpool Tramways</i>	-	-	-	-	-	-	35	40	
<i>Wallasey Tramways</i>	-	-	-	-	-	-	5	8	
Manchester :									Manchester.
<i>Manchester and Salford and District Tramways (No. 1)</i>	-	-	-	-	-	-	55	15	
<i>Manchester and Salford and District Tramways (No. 2)</i>	-	-	-	-	-	-	65	66	
<i>Manchester Street Tramways</i>	-	-	-	-	-	-	24	40	
<i>Manchester Tramways</i>	-	-	-	-	-	-	19	39	
Central :									Central.
<i>Birmingham and Staffordshire Tramways</i>	-	-	-	-	-	-	11	55	
<i>Birmingham Street Tramways</i>	-	-	-	-	-	-	22	34	
<i>Birmingham Tramways</i>	-	-	-	-	-	-	20	1	
<i>Ellesmere and Glyn Valley Tramway</i>	-	-	-	-	-	-	9	42	
<i>Worcester Railways and Tramways</i>	-	-	-	-	-	-	6	37	
South :									South.
<i>Plymouth, Stonehouse, and Devonport Street Tramways</i>	-	-	-	-	-	-	1	46	
<i>Portsmouth Street Tramways</i>	-	-	-	-	-	-	2	33	
SCOTLAND :									Scotland.
<i>Clyde Navigation</i>	-	-	-	-	-	-	-	-	
<i>Glasgow Street Tramways</i>	-	-	-	-	-	-	18	33	
<i>Glasgow Tramways</i>	-	-	-	-	-	-	40	13	
IRELAND :									Ireland.
<i>City of Dublin and Suburban Tramways and Railways</i>	-	-	-	-	-	-	10	73	

Grouping.England.

BILLS RELATING TO SUPPLY OF GAS.

Gas.

XI.

ENGLAND.

Metropolis.

Metropolis :

Gas Light and Coke Company.
Great Central Gas Consumers' Company.
Imperial Continental Gas Association.

South.

South :

Brighton and Hove General Gas.
Kings Lynn Consumers' Gas.
Kings Lynn Gas.
Newport (Isle of Wight) Gas.
Reading Gas.
Saint Albans Gas.
Yeovil Gas and Coke Company.

North.

North :

Airedale Gas.
Chester Gas.
Cleckheaton Local Board.
Eccleshill and Bolton Gas.
Hebden Bridge Gas.
Leeds Corporation Gas and Improvements, &c.
Leeds Corporation Gas (Purchase of existing Gas Works, &c.)
Leeds Gas Light Company.
Rainhill Gas and Water.
Saint Helens Gas.
Shipley Gas.

Central.

Central :

Buxton Gas.
Rotherham Gas Company.
Sheffield Corporation Gas (New Works).
Sheffield Corporation Gas (Purchase).

Wales.

WALES.

Aberdare Gas.
Brecon Gas.
Cardiff Gas Light and Coke Company.
Carmarthen Gas.
Wrexham Gas.

Scotland.

SCOTLAND.

Broughty Ferry Police Commissioners.
Paisley Gas.

Ireland.

IRELAND.

Belfast Consumers' Gas.

*Grouping.*England.Water.
XII.

BILLS RELATING TO SUPPLY OF WATER.

ENGLAND.

North :

North.

*Ashton-under-Lyne and Staleybridge and Dukinfield District.**Fylde Water.**Halifax Water and Gas Extension.**Liverpool Improvement and Waterworks.**Oldham Corporation Waterworks, &c.**The Runcorn, Weston, and Halton Waterworks.**Southport Waterworks.*

Central :

Central.

*Birmingham Waterworks.**Chiltern Hills Spring Waterworks.**Mansfield Waterworks.**Newcastle and Gateshead Waterworks.**Sheffield Corporation Water.**Skipton Waterworks.**Sheffield Waterworks.**Yeadon Water.*

West and South :

West and South.

*Aberdare Local Board of Health.**Bath Corporation.**Beccles Water.**Littlehampton Water.**Ruabon Water.**Shoreham and District Water.**Yeovil Improvement.*

SCOTLAND.*Kirkaldy and Dysart Waterworks.*Scotland.

IRELAND.*Belfast Water.*Ireland.*Dublin Corporation Waterworks.**Enniskillen Borough Improvement.**Newry Waterworks.*

METROPOLITAN RAILWAY SCHEMES.

*Report of the House of Lords' Committee, 1863.**Metropolitan Railway Schemes.**Report of the House of Lords' Committee, 1863.*

SEVERAL Bills for proposed Railways within the Metropolis having been deposited for the sanction of Parliament, it appears desirable as in former Sessions, to bring under consideration the Report of the Select Committee of the House of Lords on Metropolitan Railway Communication of the Session of 1863. In their Third Report, the Committee expressed their opinion that, in determining the regulations which it may be expedient to apply to Railways within the Metropolis, it is desirable that the limits of the Metropolis prescribed by the Royal Commission of 1846 should be extended in the manner described in the first paragraph of that Report.

The Committee, after explaining their views on the several points of the subject-matter referred to them, expressed (in paragraph 15) their opinion that, if the general views which they had explained should be deemed satisfactory by the House, some means should be taken to render future legislation conformable with the principles there laid down, and with this view they suggested that, in the next Session, and also in any succeeding Session if necessary, a Select Committee should be appointed before the Second Reading of the Bills, for considering the different schemes for the construction of lines of Railway within the Metropolitan Railway District, which may then be before the House, and to report their opinion upon such schemes, with reference to the recommendations of this Committee; such Report to be made to the House before the Second Reading of the Bills.

The Committee added, that it would be desirable that the Board of Trade should make, soon after the commencement of each Session of Parliament, a General Report, relating to all proposed Railways or works connected with Railways, which affect the Metropolitan Railway District, and that the Report so made should be referred to the proposed Committees.

And further, that arrangements should be made between the two Houses of Parliament, that all Bills proposing to sanction the construction of Railways within the Metropolitan Railway District should originate in one House, and should be grouped together, and referred to the same Select Committee.

*Views of the Committee.**Views of the Committee.*

The leading views of the Committee of 1863 may be stated generally, as follows:

Dwellings of the Labouring Classes.

1. That, with the view of giving further effect to the provision in favour of the labouring classes contained in the 191st Standing Order, it is desirable that in every Bill for making any work, in the construction of which compulsory power is given to take 30 or more houses inhabited by the labouring classes in any one parish or place, a clause be inserted providing that the companies shall, not less than four weeks before taking any such houses, make known their intention to take the same, either by personal notice to heads of families inhabiting the same, or by placards, handbills, or other general notice, placed in public view upon or within a reasonable distance from such houses.

Open spaces.

2. That squares and open spaces in the Metropolis should not be unnecessarily taken for the purposes of a railway.

Subways.

3. That in the construction of any new lines, subways, covered ways, or tunnels are preferable, where circumstances admit of them.

Great Central Station.

4. That it would be objectionable to allow the construction of a great central station in the Metropolis.

More central station for Great Eastern.

5. That the Great Eastern Railway should be allowed to establish a more central station than it has at present, and be placed in communication with the lines running to the western part of the Metropolis.

6. That

6. That it is not desirable to bring the main stations of any of the principal long lines of Railway, except the Great Eastern, farther into London than is at present authorised; but that one or more Railways should be made for carrying passengers from different parts of London to the main stations of the long lines; such new lines not to be in the hands of any one of the present great Companies, but placed under such management as to ensure equal advantages to all.

Metropolitan Railway Schemes.

Other main stations.

7. That heavy traffic in goods, and especially in minerals, could, as a general rule, be most conveniently carried from the Railways lying North of the Thames to the Railways lying South of the Thames, by Lines not passing through the central portions of the Metropolis.

Heavy traffic not to pass through the centre of the Metropolis.

8. That there should be a Line of Railway on the Eastern side of the Metropolis, connecting the Railways North and South of the Thames.

Connexion North and South on Eastern side.

9. That it was desirable that additional facilities should be afforded, and less onerous arrangements in reference to tolls made for the passage by the Railways on the Western side of the Metropolis, of mineral and goods traffic from some of the Northern Railways, to the Railways and district of country South of the Thames.

Facilities for goods traffic on the Western side.

10. That additional railway communication was needed in the densely-populated part of the Metropolis, and it was desirable that railway communication, where it did not already exist, should be established between the various main lines of railway.

Communication in crowded districts. Inter-communication between Railways.

11. The Committee further suggested (in paragraph 12), that the completion of an inner circuit of Railway was desirable, abutting on the principal Railway Termini, with a view to the distribution of passenger traffic arriving by the main lines, and they offered suggestions for an economical construction of the lines forming this circuit, in concert with the Metropolitan authorities. They also suggested an outer circle within the Metropolitan District, communicating with the principal lines North of the Thames, to be at certain points in communication with the inner circle.

Inner and outer circuit.

The Committee expressed an opinion that every such system of internal railway communication for the Metropolis should be under one management, and they suggested a Standing Order with this view.

Railways authorised in Session 1864, and subsequently.

In 1864, the Great Eastern Railway Company were authorised to extend their line to Liverpool-street in the City, and to form a terminal station at that point; by which partial effect was given to the 5th of the above-mentioned recommendations of the Lords' Committee.

Railways authorised in Session 1864, and subsequently.

In the same Session, the Metropolitan Railway Company were authorised to extend their original line westward and southward to Notting-hill and Brompton, and their Finsbury Circus Extension eastward and southward to Tower-hill; and by "The Metropolitan District Railway Act, 1864," powers were given to a new Company to form a line of Railway to be connected with the Extensions of the Metropolitan Railway at Brompton and Tower Hill, and to pass near the Victoria, the Charing Cross, the Cannon-street, and the Fenchurch-street Stations. By means of these lines, which if carried out, viz.—the Metropolitan, and the Metropolitan District Railways—an inner circuit of Railway will be formed, abutting on or near the stations above mentioned, and also on the Paddington Station, the Euston-square Station, the station of the Midland Railway at St. Pancras, the King's Cross Station, the station of the North London and the intended station of the Great Eastern Railways at Liverpool-street; and partial effect has been given to the above-mentioned 6th, 10th, and 11th recommendations of the Lords' Committee. The extension of the Metropolitan Railway to Notting-hill and Brompton, as well as the portion of the

Metropolitan

Metropolitan Railway Schemes.

Metropolitan District Railway in connection therewith between Brompton and Westminster Bridge, have been opened for traffic during the past year, and some considerable progress is being made in the construction of the latter Railway between Westminster and Blackfriars Bridges.

It is to be added, that in the Session of 1864 a new Company were authorised to construct the North Western and Charing Cross Railway, which, when constructed, was to have had a junction with the London and North Western Railway between Camden Town and Euston-square, and passing under Tottenham Court-road, to have had its terminus at the eastern side of the Charing Cross Station. The powers of construction of this line have, however, expired.

With reference to the suggestion of the Committee that new lines of Railway might be advantageously and economically constructed under some of the new streets to be constructed by the municipal authorities of the City or the Metropolitan Board of Works, and under a portion of the proposed Thames Embankment, it may be noticed that the Metropolitan District Railway was authorised to be constructed partly in open cutting but principally in tunnel along the Thames Embankment (North side), from Westminster Bridge to Blackfriars Bridge, and under a portion of the new street which is in course of construction between Bridge-street, Blackfriars, and the Mansion House.

In 1865 Parliament authorised the construction by a new Company of the "East London Railway,"—a line which is to have a terminus at Liverpool-street, under the authorised terminus of the Great Eastern Railway, and a junction with the authorised new line of that Railway towards the North, and, passing under the River Thames through the existing Tunnel, to have junctions with the lines of the South Eastern, and the London, Brighton, and South Coast Railways, near New Cross. The portion of this line between Wapping on the North of the Thames, and the London, Brighton, and South Coast Railway at New Cross, has been opened for traffic during the past year.

The scheme of the "East London Railway" appears to be such as was contemplated in the 8th of the above-mentioned recommendations of the Lords' Committee.

In reference to the view of the Lords' Committee, that "additional railway communication was needed in the densely-populated parts of the Metropolis" (*see* paragraph 10), may be mentioned the "Waterloo and Whitehall Railway," sanctioned in 1865,—a scheme intended for the conveyance of passengers across the Thames in a tunnel under the River—to be worked on the pneumatic principle. The Board of Trade have under consideration an application from the Company for the abandonment of the undertaking.

Of the Railways authorised in 1866 there may be here noticed, in reference to the suggestion of an outer circle of Railway, communicating with the principal lines north of the Thames, which is contained in the 11th recommendation of the Lords' Committee, the "North Metropolitan Railway," which is intended to have junctions with the Great Western Railway (at Southall), the London and North Western Railway (near Twyford), the London Extension of the Midland Railway (near Hendon), the authorised new line by Tottenham of the Great Eastern Railway (at Dalston), and the Barking Branch of the London, Tilbury, and Southend Railway (near Stratford).

Bills lodged for the Session of 1870.—Grouping.

The Bills relating to Railways within the Metropolitan Railway District are ten in number. These Bills are enumerated at page 19 of this Report.

Bills lodged for the Session of 1870.

Grouping.

Two only of these Bills propose to incorporate new Companies, viz. :

The East and West Metropolitan Junction and Mansion House Railway Bill proposes to authorise the construction of Railways from the authorised line of the Metropolitan District Railway near Fish-street Hill, and from the authorised Extension of the Metropolitan Railway to Tower Hill, near Aldgate High-street, passing in tunnel under New Earl-street, Cannon-street, part of Fenchurch-street, Aldgate High-street, and the Whitechapel and Mile End roads, to a point under the centre of the latter road, adjoining the Bow Station of the North London Railway.

The East London Railway Bill proposes to extend the time for the compulsory purchase of lands and for the completion of the Railway, and to enable the Company to raise further capital.

The Great Eastern Railway (Metropolitan Railways, &c.) Bill proposes to authorise certain deviations and alterations in the levels of the authorised Metropolitan Extension and Station at Finsbury Circus, which are sought to be connected there by a short Branch line with the Metropolitan Railway. If authorised, the alterations of levels will, when carried out, enable the trains from the Great Eastern Railway to pass on to the Metropolitan Railway, and other Railways connected therewith.

The Islington Railway Bill proposes to authorise the construction of a Railway from Islington Green to a point at Moor-lane, adjoining the Metropolitan Railway. The Railway will be on a viaduct, and the gauge three feet six inches.

The London, Blackwall, and Millwall Extension Railway Bill proposes to extend the time for the purchase of lands, and for the completion of a portion of the authorised Railway, and to abandon other portions.

The Metropolitan and St. John's Wood Railway Bill proposes to authorise the construction of a Branch line from the Finchley-road to the Edgware-road, and the abandonment of the portion of the authorised line north of the junction of the proposed Branch, and the authorised Hampstead Extension.

The Metropolitan Railway Bill proposes to authorise the abandonment of the portion of the Tower Hill Extension, between the east side of Bishopsgate-street and its terminus at Tower Hill. If this abandonment should receive the sanction of Parliament, a break will occur in the inner circle between the points above mentioned, and consequently, so far as regards the present authorised line, the 11th recommendation of the Lords' Committee, referred to at page 27 of this Report, will be departed from.

The Metropolitan District Railway Bill proposes to authorise the construction of a Railway from the authorised line at a point near Fish-street Hill, passing under the new street now constructing between Blackfriars Bridge and the Mansion House, with a terminal Station under the new street near where it is intersected by Bucklersbury, and with a Subway leading from the Station to the area in front of the Royal Exchange. If this line should be sanctioned, it will, probably, be hereafter proposed to relinquish the portion of the inner circle which the line of 1864 constituted, between Fish-street Hill and the junction with the Metropolitan Extension at Tower Hill.

The North Metropolitan Railway Bill proposes to extend the time for the compulsory purchase of lands and completion of a portion of the authorised Railway.

Metropolitan Rail-
way Schemes.

The Tottenham and Hampstead Junction Railway Bill proposes to authorise the abandonment of two short lines of Railway originally sanctioned to connect the Company's Railway at Camden Town with the Midland Railway.

Open Spaces.Open Spaces.

There is no Bill which proposes to interfere with any square or open space in the Metropolis.

Central Stations.Central Stations.

The Great Eastern Railway (Metropolitan Railways) Bill proposes to effect an alteration in the level of the Railway and Station at Finsbury Circus by which, if authorised, the Railway will be placed on the same level with the Metropolitan Railway, with which it will be united by a short Branch.

Communication
North and South
of the River.Communication North and South of the River.

There is no Railway Bill of this Session which has for its object the making of a new communication across the Thames.

Communication in
Crowded Districts.Communication in Crowded Districts.

The following schemes of the present Session may be mentioned as appearing to have been laid out with a view to affording new or additional means of transit between parts of the Metropolitan Railway District, viz. :—

The East and West Metropolitan Junction and Mansion House Railway Bill.

The Great Eastern Railway (Metropolitan Railway, &c.) Bill.

The Islington Railway Bill.

The Metropolitan and St. John's Wood Railway Bill.

The Metropolitan District Railway Bill.

To these Railway Bills may be added the several Tramway Bills enumerated in the Grouping list (page 22) for Tramways to be laid in several of the principal approaches to the City and other parts of London, and to be used with animal power.

Board of Trade,
February 1870.

G. Shaw Lefevre.

RAILWAY, TRAMWAY, &c., BILLS.

**REPORT of the BOARD of TRADE upon the
RAILWAY, TRAMWAY GAS, and WATER BILLS
of Session 1870.**

(Mr. Shaw Lefevre.)

**Ordered, by The House of Commons, to be Printed,
8 February 1870.**

2.

Under 4 oz.

RAILWAYS ABANDONMENT.

WATERFORD AND PASSAGE RAILWAY.

REPORT OF THE BOARD OF TRADE.

IN pursuance of the 37th section of "The Abandonment of Railways Act, 1850," the Board of Trade (in whom the powers given by that Act to the Commissioners of Railways are now vested) lay before Parliament the following Copy of the Warrant granted by them, under "The Railway Companies Act, 1867," for the abandonment of the Waterford and Passage Railway, together with the subjoined Report, explanatory of the reasons for their decision in this case.

WARRANT.

WHEREAS, by "The Waterford and Passage Railway Act, 1862" "The Waterford and Passage Railway Company" were incorporated for the purpose of making and maintaining the Railway therein described as :

"A Railway, with all proper works, stations, approaches, and conveniences connected therewith, commencing by a junction with the Waterford and Tramore Railway at a point eleven hundred and fifty feet, or thereabouts, beyond the first half-mile post from Waterford on that Railway, in the townland of Ballytruckle, in the parish of St. John's Without, and county of Waterford, and terminating in the townland of Passage, in the said county :"

And whereas, by "The Waterford and Passage Railway Act, 1863," the said Waterford and Passage Railway Company were authorised further to make and maintain :

"A Railway, commencing by a junction with the authorised line of the Company at or near the terminal station thereof, at or near the town of Passage, in the townland of Crook, in the parish of Crook, and county of Waterford, and terminating at a point situated on the south-western shore of the estuary of the River Suir, near the tower (in ruins) situated on the north-eastern angle of the quay, adjoining the building called or known as "The Garrison," in the townland of Passage East, in the parish of Kill Saint Nicholas, and said county :"

"A Pier on the north-east side or shore of the estuary of the River Suir, in or adjoining the townland of Ballyhack, in the parish of Saint James and Dunbrody, and county of Wexford :"

 and

"A Pier on the south-west side or shore of the estuary of the River Suir, in or adjoining to the townland of Passage East, in the parish of Kill Saint Nicholas, and said county of Waterford :"

And whereas, it has been shown to the satisfaction of the Board of Trade that no part of the share capital of the said Company has been subscribed : And whereas, in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," Frederick William Sedgwick, Esquire, one of the persons named in the said "Waterford and Passage Railway Act, 1862," as a member and director of the said Waterford and Passage Railway Company

Company did, on the 17th day of February last, by memorial signed by himself, make application in writing to the Board of Trade, setting forth that the said Frederick William Sedgwick was desirous that the hereinbefore-described Railways and Piers should be abandoned, and also setting forth the grounds upon which such application was made: And whereas it appeared to the Board of Trade that there were sufficient grounds for entertaining such application, and the Board of Trade required and directed the said Waterford and Passage Railway Company to give notice, by advertisement, in a form approved of by the Board of Trade, of such application having been made: And whereas it has been proved to the satisfaction of the Board of Trade that such notice was duly given in the manner required by law, and that it was therein set forth that any person thinking himself aggrieved by the proposed abandonment of the said Railways and Piers, and desiring to object thereto, might bring such objection before the Board of Trade by sending a written statement thereof by post, on or before a day named in the said notice, addressed to the Assistant Secretary, Railway Department, Board of Trade, London: And whereas the time so appointed for bringing objections before the Board of Trade has expired, and no objection has been maintained which in the opinion of the Board of Trade would justify them in withholding their consent to the proposed abandonment: Now, therefore, the Board of Trade, pursuant to and in exercise of the power and discretion in them vested by "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," do, by this Warrant, signed by the Assistant Secretary of the Board of Trade, whose name is hereunder subscribed, order and declare that the hereinbefore-described Railways and Piers by the said Waterford and Passage Railway Act, 1862, and the Waterford and Passage Railway Act, 1863, authorised to be made as aforesaid, shall be abandoned by the said Company.

And the Board of Trade do hereby further declare and order that this Warrant is granted and shall take effect upon the condition following, that is to say, that if upon winding up their affairs the said Company are otherwise unable to pay and satisfy all their debts and liabilities, then the money deposited as security for the completion of the said Railway, or the stocks, funds, or securities in which the same is invested, or the money secured by the bond conditioned for the completion of the said Railway, or for payment of money in default thereof, or, as the case may be, so much of the money so deposited or secured as may be required for the purpose of providing, along with the assets (if any) of the said Company, a sum sufficient to pay and satisfy the debts and liabilities of the said Company, shall be applied as part of the assets of the said Company; but so that in case, under this condition, the whole of the money so deposited or secured shall not be required for the purpose aforesaid, then under this condition payment shall not be made or enforced of any sum greater than the amount required for the purpose aforesaid.

Signed by Order of the Board of Trade, this 30th day of August 1869,

Robert G. W. Herbert,
An Assistant Secretary of the Board of Trade.

REPORT.

THE Undertaking of the Waterford and Passage Railway Company, as authorised by their Act of Incorporation, 1862, 25 & 26 Vict. c. 217, consists of a Railway nearly nine miles in length, from the Waterford and Tramore Railway at Waterford, to the town of Passage.

By their Act of 1863, 26 & 27 Vict. c. 224, they were authorised to extend their railway at Passage to the shore of the River Suir, a distance of 11 chains, and to construct piers on either side of the river, and they were also empowered to acquire "The Passage and Ballyhack Ferry."

For the purposes of the Act of 1862, the Company were empowered to raise 60,000 £. in 6,000 shares of 10 £. each, and to borrow on mortgage 20,000 £.; and

and for the purposes of their Act of 1863, they were empowered to raise a further sum of 20,000 *l.*, in one or more classes of shares, and of such amount as would allow the same to be conveniently apportioned or disposed of, and to borrow on mortgage a further sum of 6,600 *l.*

By their Acts of 1865, 28 & 29 Vict. c. 381, and 1867, 30 & 31 Vict. c. 161, extensions of time were granted for the compulsory purchase of lands to the 6th day of January 1866, and for the completion of their Railways and Piers to the 25th July 1869.

In this case, no part of the share capital having been subscribed, the application for authority to abandon the Railways and Piers above named was made under the 32nd section of the "Railway Companies Act, 1867," by Frederick William Sedgwick, Esquire, one of the persons named in the above Act of 1862 as a member and Director of the Company.

The following extract from the application made to the Board of Trade sets forth the grounds upon which the Abandonment was sought :

"That the Company have not at present, neither are they likely hereafter, to have any share capital subscribed, to enable them to carry the said Undertaking into effect."

The application was duly advertised, and two objections to the proposed abandonment were laid before the Board of Trade.

These objections did not, however, appear to the Board of Trade to be such as they could entertain.

For the purpose of ascertaining the state and condition of the Company, and of inquiring into the expediency of the proposed abandonment, and of determining the terms and conditions on which the same should be authorised by them, the Board of Trade, in pursuance of the 14th section of "The Abandonment of Railways Act, 1850," appointed Colonel Rich, one of their officers, to inspect the books of account, minutes of proceedings, and other books and documents of the Company.

From Colonel Rich's Report, it appears that the Company have come to some arrangement with their creditors, by which the latter are to receive 4 *s.* in the pound for monies disbursed, and 2 *s.* in the pound for their other claims. The amount of these disbursements and claims, with the exception of a claim by Mr. Delandre for 4 *l.*, which is not included in the list of creditors sent to Colonel Rich, amounts to 1,545 *l.* 6 *s.* 10 *d.*

The Company have purchased no land, and no part of the Railway has been executed.

Having therefore taken into consideration all the circumstances above stated, the Board of Trade deemed it just and expedient to authorise the abandonment of the above Railways and Piers (being the whole Railway and Undertaking of the Company), in the terms of the Warrant accompanying this Report, and dated the 30th day of August 1869.

Signed by Order of the Board of Trade,

Whitehall, London,
10 January 1870.

T. H. Farrer,
Secretary of the Board of Trade.

RAILWAYS ABANDONMENT.

WATERFORD AND PASSAGE
RAILWAY.

WARRANT of the Board of Trade authorising the ABANDONMENT of the WATERFORD AND PASSAGE RAILWAY, in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867"; and REPORT thereon.

(Presented pursuant to Act of Parliament.)

*Ordered, by The House of Commons, to be Printed,
15 February 1870.*

31—(1).

Under 1 oz.

RAILWAYS ABANDONMENT.

SALTASH AND CALLINGTON RAILWAY.

REPORT OF THE BOARD OF TRADE.

IN pursuance of the 37th Section of "The Abandonment of Railways Act, 1850," the Board of Trade (in whom the powers given by that Act to the Commissioners of Railways are now vested) lay before Parliament the following Copy of the Warrant granted by them, under "The Railway Companies Act, 1867," for the abandonment of the Saltash and Callington Railway, together with the subjoined Report, explanatory of the reasons for their decision in this case.

WARRANT.

WHEREAS, by "The Saltash and Callington Railway Act, 1865" the Saltash and Callington Railway Company were incorporated for the purpose of making and maintaining the Railways therein described, as—

"1. A Railway commencing in the parish of Saint Stephens by Saltash, by a junction with the Cornwall Railway, at or near the Saltash Station thereof, and terminating in the parish of Callington, at or near the proposed termination of the Tamar, Kit Hill, and Callington Railway," and

"2. A Railway wholly situate in the said parish of Saint Stephens by Saltash, commencing by a junction with the said Cornwall Railway, near the western end of the Coombe Viaduct, and terminating by a junction with the Railway No. 1, in a field, the property of William Henry Pole Carew, Esq., in the occupation of Thomas Richards."

And whereas, it has been shown to the satisfaction of the Board of Trade that a part less than three-fifths of the share capital of the said Company has been subscribed: And whereas, in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," the said Saltash and Callington Railway Company did, on the 31st day of March last, by memorial signed by the directors of the said Company, named in the said Saltash and Callington Railway Act, 1865, make application in writing to the Board of Trade, setting forth that the said Saltash and Callington Railway Company were desirous that the hereinbefore described Railways should be abandoned, and also setting forth the grounds upon which such application was made: And whereas it appeared to the Board of Trade that there were sufficient grounds for entertaining such application, and the Board of Trade required and directed the said Saltash and Callington Railway Company to give notice, by advertisement, in a form approved of by the Board of Trade, of such application having been made: And whereas it has been proved to the satisfaction of the Board of Trade that such notice was duly given in the manner required by law, and that it was therein set forth that any person thinking himself aggrieved by the proposed abandonment of the said Railways, and desiring to object thereto, might bring such objection before the Board of Trade by sending a written statement thereof by post, on or before a day named in the said notice,

addressed to the Assistant Secretary, Railway Department, Board of Trade, London : And whereas the time so appointed for bringing objections before the Board of Trade has expired, and no objection to the said proposed abandonment of the said railways has been brought before the Board of Trade : Now, therefore, the Board of Trade, pursuant to and in exercise of the power and discretion in them vested by "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," do by this Warrant, signed by the Assistant Secretary of the Board of Trade, whose name is hereunder subscribed, order and declare that the hereinbefore described Railways by the said Saltash and Callington Railway Act, 1865, authorised to be made as aforesaid, shall be abandoned by the said Company.

And the Board of Trade do hereby further declare and order that this Warrant is granted and shall take effect upon the condition following, that is to say, that if upon winding up their affairs the said Company are otherwise unable to pay and satisfy all their debts and liabilities, then the money secured by the bond conditioned for the completion of the said Railway, or for payment of money in default thereof, or, as the case may be, so much of the money so secured as may be required for the purpose of providing along with the assets (if any) of the said Company, a sum sufficient to pay and satisfy the debts and liabilities of the said Company, shall be applied as part of the assets of the said Company ; but so that in case, under this condition, the whole of the money secured by the said bond shall not be required for the purpose aforesaid, then under this condition payment shall not by means of the said bond be enforced of any sum greater than the amount required for the purpose aforesaid.

Signed by Order of the Board of Trade, this 7th day of September 1869,

Robert G. W. Herbert,
An Assistant Secretary of the Board of Trade.

REPORT.

THE Undertaking of the Saltash and Callington Railway Company, as authorised by their Act of Incorporation, 28 & 29 Vict. c. 373, consists of a Railway, about 9½ miles in length, commencing from a junction with the Cornwall Railway at Saltash, and terminating at Callington, and a Railway (under half a mile in length) forming an additional junction with the Cornwall Railway at Saltash.

For the purposes of the Act the Company were empowered to raise 100,000 £. by 10,000 shares of 10 £. each, and to borrow 33,300 £.

In this case less than three-fifths of the share capital having been subscribed, the application for authority to abandon the Railways was made under the 32nd Section of "The Railway Companies Act, 1867," by all the directors of the Company named in the Special Act incorporating the Company ; the grounds upon which the abandonment was sought being—

"That the time limited by the said Act for the compulsory purchase of land, expired on the 6th July 1868."

"That no contracts for the purchase of any lands have been entered into or purchases made for the purposes of the said Undertaking."

"That pursuant to the 7th Section of the Special Act the said Company have not issued any shares, nor have any shares vested in any person or persons whomsoever."

"That a part, much less than three-fifths of the share capital of the said Company has been subscribed or agreed to be subscribed."

The application was duly advertised, and no objections to the proposed abandonment were laid before the Board of Trade.

For the purpose of ascertaining the state and condition of the Company, and of inquiring into the expediency of the proposed abandonment, and of determining

mining the terms and conditions on which the same should be authorised by them, the Board of Trade, in pursuance of the 14th section of "The Abandonment of Railways Act, 1850," appointed Colonel Yolland, one of their officers, to inspect the books of account, minutes of proceedings, and other books and documents of the Company.

From Colonel Yolland's Report, it appears that shares have been subscribed for by 27 shareholders, holding 386 shares, to the extent of 3,860 *l.*, and that 51 *l.* 8 *s.* had been received, that that amount has been applied in paying off certain liabilities to the extent of 41 *l.*, and that the remaining liabilities of the Company amount to 37 *l.* 17 *s.*

The directors of the Company have excused the solicitors, engineers, and others, from the payment of the calls on the shares they had subscribed for, in consequence of their having met some of the preliminary expenses incurred in obtaining the Act of Parliament, and some of the shareholders have not responded to the one call made on them.

No land has been purchased, and no notices have been served with regard to land.

The amount prescribed by the Act was deposited in the Court of Chancery, but has subsequently been re-placed, and a bond entered into with the Treasury by the whole of the directors and some other persons.

The Saltash and Callington Railway would, no doubt, if constructed, have been beneficial to the district through which it was intended to pass, but the line was evidently only promoted as a contractor's line, and there does not now appear to be any probability of the necessary capital being raised for its construction.

Having, therefore, taken into consideration all the circumstances above stated, the Board of Trade deemed it just and expedient to authorise the abandonment of the Saltash and Callington Railway (being the whole Railway and Undertaking of the Company), in the terms of the Warrant accompanying this Report, and dated the 7th day of September 1869.

Signed by Order of the Board of Trade,

T. H. Farrer,
Secretary to the Board of Trade.

Whitehall, London,
10 January 1870.

RAILWAYS ABANDONMENT.

SALTASH AND CALLINGTON
RAILWAY.

WARRANT of the Board of Trade authorising
the ABANDONMENT of the SALTASH and CAL-
LINGTON RAILWAY, in pursuance of "The
Abandonment of Railways Act, 1860," and "The
Railway Companies Act, 1867"; and Report
thereon.

(Presented pursuant to Act of Parliament.)

Ordered, by The House of Commons, to be Printed,
15 February 1870.

RAILWAYS ABANDONMENT.

BO'NESS AND GRANGEMOUTH RAILWAY.

REPORT OF THE BOARD OF TRADE.

IN pursuance of the 37th Section of "The Abandonment of Railways Act, 1850," the Board of Trade (in whom the powers given by that Act to the Commissioners of Railways are now vested) lay before Parliament the following Copy of the Warrant granted by them, under "The Railway Companies (Scotland) Act, 1867," for the abandonment of the Bo'ness and Grangemouth Railway, together with the subjoined Report, explanatory of the reasons for their decision in this case.

W A R R A N T.

WHEREAS, by "The Bo'ness and Grangemouth Railway Act, 1866" (6th August 1866), "The Bo'ness and Grangemouth Railway Company" were incorporated for the purpose of making and maintaining the Railway therein described as:—

"A Railway, nine miles four furlongs and seven chains in length, commencing in the parish of Bothkennar and county of Stirling, at a point at or near to the south end of the Grangemouth Railway station at Grangemouth, and terminating by a junction with the North British (late Edinburgh and Glasgow) Railway in the parish of Abercorn and county of Linlithgow, at a point thereon three hundred and ten yards or thereabouts to the east of the east side wall of the bridge carrying the last-mentioned Railway over the Haugh Burn, near to Pardovan Farm Steading, measuring along the line of that Railway":

And whereas, in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies (Scotland) Act, 1867," the said Bo'ness and Grangemouth Railway Company did, on the 13th day of May 1869, make application in writing to the Board of Trade, setting forth that the said Bo'ness and Grangemouth Railway Company were desirous that the hereinbefore described Railway should be abandoned, and also setting forth the grounds upon which such application was made: And whereas it appeared to the Board of Trade that there were sufficient grounds for entertaining such application, and the Board of Trade required and directed the said Bo'ness and Grangemouth Railway Company to give notice by advertisement, in a form approved of by the Board of Trade, of such application having been made: And whereas it has been proved to the satisfaction of the Board of Trade that such notice was duly given in the manner required by law, and that it was therein set forth that any person thinking himself aggrieved by the proposed abandonment of the said Railway, and desiring to object thereto, might bring such objection before the Board of Trade by sending a written statement thereof by post, on or before a day named in the said notice, addressed to the Assistant Secretary, Railway Department, Board of Trade, London: And whereas the time so appointed for bringing objections before the Board of Trade has expired,

and no objection to the said proposed abandonment of the said Railway has been brought before the Board of Trade: Now, therefore, the Board of Trade, pursuant to and in exercise of the power and discretion in them vested by "The Abandonment of Railways Act, 1850," and "The Railway Companies (Scotland) Act, 1867," do, by this Warrant, signed by an Assistant Secretary of the Board of Trade, whose name is hereunder subscribed, order and declare that the hereinbefore described Railway by the said Bo'ness and Grangemouth Railway Act, 1866, so authorised to be made as aforesaid (being the whole Railway and Undertaking of the said Bo'ness and Grangemouth Railway Company) shall be abandoned by the said Company.

And the Board of Trade do hereby further declare and order that this Warrant is granted and shall take effect upon the condition following, that is to say, that the money deposited as security for the completion of the said Railway, or the stocks, funds, or securities in which the same is invested, or the money secured by the bond conditioned for the completion of the said Railway, or for payment of money in default thereof, shall be applied as part of the assets of the said Company.

Signed by Order of the Board of Trade, this 20th day of September 1869,

Robert G. W. Herbert,

An Assistant Secretary of the Board of Trade.

R E P O R T.

THE Undertaking of the Bo'ness and Grangemouth Railway Company as authorised by their Act of Incorporation, 29 & 30 Vict. c. 341, consists of a Railway (about $9\frac{1}{2}$ miles in length) commencing by a junction with the Grangemouth Railway at Grangemouth, in the county of Stirling, and terminating by a junction with the North British (late Edinburgh and Glasgow) Railway in the parish of Abercorn and county of Linlithgow.

For the purposes of their Undertaking, the Company were empowered to raise 85,000 £. in 8,500 shares of 10£. each; and to borrow on mortgage any sums not exceeding 28,300£.

In this case the application to abandon the Railway was made by the Company, with the consent of the holders of three-fifths of the shares or stock of the Company, such consent having been duly given in the manner prescribed in "The Abandonment of Railways Act, 1850."

The following extracts from the Company's application set forth the grounds upon which the abandonment was sought:—

"The total number of shares subscribed for and taken by shareholders is 2,063, representing 20,630£. of the share capital of the company, being less than one-fourth of the whole of the share capital."

"There is no prospect whatever that the remaining 6,437 shares, representing 64,370£. of the share capital of the Company, will be taken up."

The application was duly advertised, and no objections to the proposed abandonment were laid before the Board of Trade.

For the purpose of ascertaining the state and condition of the Company, and of inquiring into the expediency of the proposed abandonment, and of determining the terms and conditions on which the same should be authorised by them, the Board of Trade, in pursuance of the 14th section of "The Abandonment of Railways Act, 1850," appointed Captain Tyler, one of their officers, to inspect the books of account, minutes of proceedings, and other books and documents of the company.

From Captain Tyler's report it appears that this Railway was indirectly promoted by the North British Railway Company, but was nominally in the hands of independent parties, who had never any idea of constructing the line, except under the auspices and with the assistance of the North British Railway Company, with whom an agreement was originally drawn up, under which the latter Company were to subscribe 27,000£. in cash to the share capital of the Undertaking, and were to work the line, finding all rolling stock, on favourable terms, paying 43 per cent. on the gross receipts to the shareholders, for division, as soon as their receipts reached 24£. per mile per week, and smaller per-centages

per-centages on smaller receipts ; the agreement was, however, never signed. The North British Railway Company, though frequently applied to, have always declined to execute it ; and the Bo'ness and Grangemouth Railway Company have no other means available for the prosecution of the Undertaking.

The Company succeeded in obtaining a subscription for 2,063 shares, on which 1,999*l.* 15*s.* 3*d.*, up to the 15th August 1869, has been paid by way of deposit or call, though many of the shareholders have not paid anything.

A deposit of 6,537*l.* was made by three gentlemen ; the chairman, Mr. Henry Cadell, Mr. Lindsay, w.s., and Mr. Gavans, a contractor, in the name of the Queen's Remembrancer, and still remains.

The Parliamentary and other expenses, amounting in all to 2,437*l.* 5*s.* 9*d.*, have not yet been paid.

No notices upon landholders have been served ; no lands have been purchased, and no works executed, and there is no opposition to the proposed abandonment.

Having, therefore, taken into consideration all the circumstances above referred to, the Board of Trade deemed it just and expedient to authorise the abandonment of the Bo'ness and Grangemouth Railway, in the terms of the Warrant accompanying this Report, and dated the 20th day of September 1869.

Signed by Order of the Board of Trade,

T. H. Farrer,

Secretary of the Board of Trade.

Whitehall, London,
10 January 1870.

RAILWAYS ABANDONMENT.

**BO'NESS AND GRANGEMOUTH
RAILWAY.**

WARRANT of the Board of Trade authorising the ABANDONMENT of the Bo'ness and Grangemouth Railway, in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies (Scotland) Act, 1867," and Report thereon.

(Presented pursuant to Act of Parliament.)

*Ordered, by The House of Commons, to be Printed,
15 February 1870.*

RAILWAYS ABANDONMENT.

GREAT NORTHERN AND WESTERN (OF IRELAND) RAILWAY.

(Portion of BALLINA EXTENSION, between FOXFORD and BALLINA).

REPORT OF THE BOARD OF TRADE.

IN pursuance of the 37th Section of "The Abandonment of Railways Act, 1850," the Board of Trade (in whom the powers given by that Act to the Commissioners of Railways are now vested) lay before Parliament the following Copy of the Warrant granted by them, under "The Railway Companies Act, 1867," for the abandonment of a portion of the Ballina Extension of the Great Northern and Western (of Ireland) Railway, between Foxford and Ballina, together with the subjoined Report, explanatory of the reasons for their decision in this case.

W A R R A N T.

WHEREAS, by "The Great Northern and Western (of Ireland) Railway Act, 1862," the Great Northern and Western (of Ireland) Railway Company were authorised to make and maintain the Railway therein described, as "commencing by a junction with the authorised line of the Great Northern and Western (of Ireland) Railway, in the parish of Manulla and in the townland of Skiddernagh, at a point about 300 yards west from the public road leading from Manulla to Ballycarra, in the county of Mayo, and terminating at or near Cockle-street, in the town of Ballina, in the same county, at a point about 400 yards, south, from the Court-house in the said town."

And whereas, in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," the said Great Northern and Western (of Ireland) Railway Company did, on the 7th day of January 1868, make application in writing to the Board of Trade, setting forth that the said Great Northern and Western (of Ireland) Railway Company were desirous that a portion of the Railway hereinbefore described, commencing from the terminus of the completed portion thereof at Foxford, and terminating as described in the town of Ballina, should be abandoned, and also setting forth the grounds upon which such application was made: And whereas it appeared to the Board of Trade that there were sufficient grounds for entertaining such application, and the Board of Trade required and directed the said Great Northern and Western (of Ireland) Railway Company to give notice, by advertisement, in a form approved of by the Board of Trade, of such application having been made: And whereas it has been proved to the satisfaction of the Board of Trade that such notice was duly given in the manner required by law, and that it was therein set forth that any person thinking himself aggrieved by the proposed abandonment of the said portion of the Railway hereinbefore described, and desiring to object thereto, might bring such objection before the Board of Trade by sending a written statement thereof by post, on or before a day named in the said notice, addressed to the Assistant Secretary, Railway Department, Board of Trade, London: And whereas the time so appointed for bringing objections before the Board of Trade has expired, and no objection has been maintained which, in the opinion of the Board of Trade would justify them in withholding their consent to the proposed abandonment: Now, there-

fore, the Board of Trade, pursuant to and in exercise of the power and discretion in them vested by the "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," do, by this Warrant, signed by the Assistant Secretary of the Board of Trade, whose name is hereunder subscribed, order and declare that the portion of the Railway hereinbefore described, commencing from the terminus of the completed portion thereof, in the town of Foxford, and terminating as described by the said Great Northern and Western (of Ireland) Railway Act, 1862, so authorised to be made as aforesaid, shall be abandoned by the said Company.

And the Board of Trade do hereby further declare and order that the further sums by "The Great Northern and Western (of Ireland) Railway Act, 1862," authorised to be raised by the creation of ordinary shares, and the further sum or sums by the same Act authorised to be borrowed, and the new shares by "The Great Northern and Western (of Ireland) Railway (Running Powers, &c.) Act, 1864," authorised to be issued, shall be, and the same are respectively hereby reduced to the extent and in the manner following; that is to say—

1. The further sums to be raised under "The Great Northern and Western (of Ireland) Railway Act, 1862," by the creation of ordinary shares shall not exceed, in the whole, 60,000 *l*.

2. The further sum or sums to be borrowed under the same Act shall not exceed, in the whole, 20,000 *l*.

3. The new shares to be issued under "The Great Northern and Western (of Ireland) Railway (Running Powers, &c.) Act, 1864," shall not exceed in the whole in nominal value the sum of 36,580 *l*.

4. All the provisions in "The Great Northern and Western (of Ireland) Railway Act, 1862," and "The Great Northern and Western (of Ireland) Railway (Running Powers, &c.) Act, 1864," contained with respect to the shares and new shares of the Company authorised by the same Acts respectively, and the further money by the said Act of 1862 authorised to be borrowed, shall apply to such shares and new shares and to such further money to be borrowed, as the same are respectively reduced and limited as aforesaid, in the same manner as if the amounts thereof as so reduced and limited had been specified in "The Great Northern and Western (of Ireland) Railway Act, 1862," and "The Great Northern and Western (of Ireland) Railway (Running Powers, &c.) Act, 1864," respectively.

Signed by Order of the Board of Trade, this 24th day of September 1869,

Robert G. W. Herbert,

An Assistant Secretary of the Board of Trade.

R E P O R T.

THE Great Northern and Western (of Ireland) Railway Company were authorised by their Act of 1862, 25 and 26 Vict. c. 201, to make and maintain a Railway from their authorised Railway at Manulla to Ballina, in the county of Mayo.

For the purposes of the said Railway, the company were empowered to raise, by means of new shares, the sum of 90,000 *l*., and to borrow on mortgage any further sums not exceeding in the whole 30,000 *l*.

By their Act of 1864, 27 and 28 Vict. c. 299, the Company were empowered to attach a preference to a portion of the aggregate capital authorised to be raised under the above Act of 1862, and under a former Act obtained in 1861.

In this case the application was for authority to abandon a portion of the Railway in question, namely between Foxford and the termination of the line at Ballina, a length of 9½ miles, together with the uncompleted portion of the Westport Extension, authorised by the Company's Act, of 1861, and was made by the Company with the consent of the holders of three-fifths of the shares or stock

stock of the Company, such consent having been duly given in the manner prescribed in "The Abandonment of Railways Act, 1850."

The abandonment so far as regards the Westport Extension has not been granted by the Board of Trade, and the Warrant is confined to the line between Foxford and Ballina.

The following extracts from the Company's application set forth the grounds upon which the abandonment is sought :

" That from the very moment of the incorporation of the Company the times have been unfavourable for the raising of capital for the construction of Railways, and especially Railways in Ireland.

" That consequently the Company were never able to place their shares amongst the public at large, or to obtain for them a recognised status or price in the English Stock Exchange and other public markets, but the same shares have been taken and held by a few persons having local or other interests in the construction of the lines.

" That the pecuniary resources of the small body of shareholders who have thus constituted the Company, have been exhausted in providing the large funds which have been required to complete the 95 miles of Railway which are now, or will shortly, be opened and in work for the public advantage ; and they are unable and unwilling to provide further funds for the completion of the uncompleted portions sought to be abandoned.

" That in the present position of public affairs in Ireland, and the present public feeling in England with respect to Railway investments, there is no prospect of the Company being able to raise, upon any terms, the further capital which would enable them to complete the said uncompleted portions of the Railways.

" That under such circumstances it is but fair to the Company, and advisable for the public, that the Company should be relieved from obligations which they cannot perform, and that the districts through which the said uncompleted portions of Railway would pass should be left open and unfettered for the enterprise of others."

The application was duly advertised, and one objection to the proposed abandonment of the portion of Railway between Foxford and Ballina was laid before the Board of Trade.

The objection in question, being that of Mr. J. W. Kelly, the contractor for the portions sought to be abandoned (who stated himself to be the largest shareholder of the Company), was to the effect that he would be thereby seriously injured in his contract, and requested, if such abandonment were allowed, that certain conditions should be inserted in the Warrant. As the whole undertaking of the Company is not abandoned, the Board of Trade did not consider the claim of the contractor to be one as to which they could properly decide, and left it to be settled between the parties.

For the purpose of ascertaining the state and condition of the Company, and of inquiring into the expediency of the proposed abandonment, and of determining the terms and conditions on which the same should be authorised by them, the Board of Trade, in pursuance of the 14th section of " The Abandonment of Railways Act, 1850," appointed Captain Tyler, one of their officers, to inspect the books of account, minutes of proceedings, and other books and documents of the Company.

From Captain Tyler's report it appears that the Company had expended, up to the 1st July 1868, in completing 94 miles of their Railway, between Athlone and Westport, and between Manulla Junction and Foxford, a total sum of 639,167 *l.* 4 *s.* 5 *d.*

The assets of the Company consisted of 92,040 *l.* of preference stock *unissued*, and 50,000 *l.* of debenture capital, which cannot be legally issued pending the issue of further amounts of stock ; making together total assets in preference stock and debenture capital of 142,040 *l.*

The liabilities of the Company, which amounted to 69,798 *l.* 3 *s.* 11 *d.*, consisted, to a large amount, of temporary loans on the security of the chairman, or of bills accepted by him ; of interest due to the Public Works Loan Commissioners, of sums due to the contractor, of sums due for land purchases and other charges. The above amount, however, is exclusive of the sums taken from revenue amounting to 32,560 *l.* 15 *s.* 6 *d.*

No works have yet been commenced upon this portion of the Railway between

between Foxford and Ballina, but 2,455 *l.* 17 *s.* 6 *d.* have been expended for land and compensation. The powers of construction expired on the 16th July 1869.

The application being for the abandonment of part only of the Railway between Manulla and Ballina, authorised by the Company's Act of 1862, namely, between Foxford and Ballina, it became necessary to provide for the reduction of the Company's capital, in accordance with the 28th section of "The Abandonment of Railways Act, 1850." The amount authorised by the Company's Act of 1862, to be raised by the creation of ordinary shares, was accordingly reduced to 60,000 *l.*; and the money to be borrowed under that Act was reduced to 20,000 *l.*; and the new shares to be issued under the Act of 1864 in lieu of ordinary shares under the Acts of 1861 and 1862, were reduced to 36,580 *l.*

Having, therefore, taken into consideration all the circumstances above referred to, and especially the statement of the Company relative to their financial position, and their inability to raise the capital necessary for the construction of the portion of Railway between Foxford and Ballina, the Board of Trade deemed it just and expedient to authorise the abandonment of the said portion of Railway in the terms of the Warrant accompanying this Report, and dated the 24th day of September 1869.

Signed by Order of the Board of Trade,

T. H. Farrer,

Secretary of the Board of Trade.

Whitehall, London,
10 January 1870.

RAILWAYS ABANDONMENT.

GREAT NORTHERN AND WESTERN
OF (IRELAND) RAILWAY.
(Portion of BALLINA Extension, between Foxford
and BALLINA).

WARRANT of the Board of Trade authorising
the ABANDONMENT of a portion of the Ballina
Extension of the GREAT NORTHERN and
WESTERN (of IRELAND) RAILWAY, between
Foxford and Ballina, in pursuance of "The
Abandonment of Railways Act, 1860," and
"The Railway Companies Act, 1867;" and
Report thereon.

(Presented pursuant to Act of Parliament).

Ordered, by The House of Commons, to be Printed,
15 February 1870.

31—(4).

Under 1 oz.

RAILWAYS ABANDONMENT.

BERKS AND HANTS EXTENSION RAILWAY (STERT AND WESTBURY EXTENSION).

REPORT OF THE BOARD OF TRADE.

IN pursuance of the 37th section of "The Abandonment of Railways Act, 1850," the Board of Trade (in whom the powers given by that Act to the Commissioners of Railways are now vested) lay before Parliament the following Copy of the Warrant granted by them, under "The Railway Companies Act, 1867," for the abandonment of the Stert and Westbury Extension of the Berks and Hants Extension Railway, together with the subjoined Report, explanatory of the reasons for their decision in this case.

WARRANT.

WHEREAS, by "The Berks and Hants Extension Railway (Extension) Act, 1866" (28 June 1866), the Berks and Hants Extension Railway Company were authorised to make and maintain the Railway, wholly situated in Wilts, therein described as "A Railway (13 miles and 5 chains in length) commencing by a Junction with the Berks and Hants Extension Railway at Wedhampton or Stert, in the parish of Urchfont, at or near a point 120 yards or thereabouts east of the mile post denoting $81\frac{1}{2}$ miles from London, on the said Railway, and terminating by a Junction with the Wilts, Somerset, and Weymouth Branch of the Great Western Railway, at the north end of the passenger platform of the Westbury Station of the said Railway."

And whereas, in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," the said Berks and Hants Extension Railway Company did, on the 3rd day of June last, make application in writing to the Board of Trade, setting forth that the said Berks and Hants Extension Railway Company were desirous that the Railway hereinbefore described (Stert and Westbury Extension) should be abandoned, and also setting forth the grounds upon which such application was made: And whereas it appeared to the Board of Trade that there were sufficient grounds for entertaining such application, and the Board of Trade required and directed the said Berks and Hants Extension Railway Company to give notice, by advertisement, in a form approved of by the Board of Trade, of such application having been made: And whereas it has been proved to the satisfaction of the Board of Trade that such notice was duly given in the manner required by law, and that it was therein set forth that any person thinking himself aggrieved by the proposed abandonment of the said Railway, and desiring to object thereto, might bring such objection before the Board of Trade by sending a written statement thereof by post, on or before a day named in the said notice, addressed to the Assistant Secretary, Railway Department, Board of Trade, London: And whereas the time so appointed for bringing objections before the Board of Trade has expired, and no objection to the said proposed Abandonment of the said Railway has been brought before the Board of Trade: Now, therefore, the Board of Trade, pursuant to and in exercise of the power and discretion in them vested by "The

31—(5). Abandonment

Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," do, by this warrant, signed by the Assistant Secretary of the Board of Trade, whose name is hereunder subscribed, order and declare that the hereinbefore described Railway by the said Berks and Hants Extension Railway (Extension) Act, 1866, so authorised to be made as aforesaid, shall be abandoned by the said Company.

And the Board of Trade do hereby further declare and order that the capital authorised to be raised by the Berks and Hants Extension Railway Company shall be reduced to the extent and in manner following; that is to say, the additional capital which by "The Berks and Hants Extension Railway (Extension) Act, 1866," is authorised to be raised by the creation of new shares or stock shall not be raised, and the additional sum of money which by the same Act is authorised to be borrowed, shall not be borrowed.

Signed, by Order of the Board of Trade, this 9th day of October 1869,

Robert G. W. Herbert,
An Assistant Secretary of the Board of Trade.

R E P O R T.

THE Berks and Hants Extension Railway Company were authorised by their (Extension) Act of 1866, 29 & 30 Vict. c. 154, to make and maintain a Railway (13 miles and 5 chains in length) commencing by a junction with their Railway at Wedhampton or Stert, and terminating by a junction with the Wilts, Somerset, and Weymouth Branch of the Great Western Railway at Westbury.

For the purpose of the Act, the Company were authorised to raise by the creation of new shares, in addition to the capital authorised (by the Berks and Hants Extension Railway Act, 1859), any further sums not exceeding in the whole 200,000 *l.*, and to borrow on mortgage any additional sum of money not exceeding 66,600 *l.*

In this case the application for authority to abandon the Railway in question was made by the Company with the consent of the holders of three-fifths of the shares or stock of the Company, such consent having been duly given in the manner prescribed in "The Abandonment of Railways Act, 1850."

The following extracts from the Company's application set forth the grounds upon which the abandonment was sought:—

"That your Memorialists have never commenced the line of Railway by the said Act of 1866 authorised to be made (and referred to as the Stert and Westbury Extension), nor have they ever issued any of the shares or stock by the said Act authorised to be raised, or in any way exercised the borrowing powers of the said Act.

"That when your Memorialists applied for their Act of Parliament for the construction of the said Stert and Westbury Extension, the Railway market had not sustained the severe shock which it subsequently received, and your Memorialists believed that the line could be made at a cheap and reasonable rate, and so as to be of profit and advantage to the district through which it passed, as well as to your Memorialists.

"That the Stert and Westbury Extension was only part of a more extended scheme by which a direct route from London to Exeter would have been established, and a necessary part of the scheme was the construction of a line of Railway from Castle Carey to the Bristol and Exeter Railway near Langport, for which an application was made in the year 1866, but which, owing to the impossibility of raising the deposit required by the Standing Orders of the House of Commons, it became necessary to abandon for that year, and the universal depression in Railway property which followed that period has prevented the promoters of that scheme making any subsequent application.

"That owing to the universal distrust that has existed in the Railway market since the Act for the construction of the said Stert and Westbury Extension was passed, not only would any attempt to issue the stock and shares, or to

exercise the borrowing powers of the said Act, be utterly futile, but owing to the abandonment of the said line of Railway from Castle Carey to Langport, one of the principal objects for which the Stert and Westbury Extension was to be constructed has been defeated.

"That it would be utterly impossible to find persons willing to take any of the shares or stock authorised to be issued by the Act of 1866."

The application was duly advertised, and no objections to the proposed abandonment were laid before the Board of Trade.

For the purpose of ascertaining the state and condition of the Company, and of inquiring into the expediency of the proposed abandonment, and of determining the terms and conditions on which the same should be authorised by them, the Board of Trade, in pursuance of the 14th Section of "The Abandonment of Railways Act, 1850," appointed Colonel Hutchinson, one of their officers, to inspect the books of account, minutes of proceedings, and other books and documents of the Company.

From Colonel Hutchinson's Report, it appears that the original Company was a dividend paying company, and no bond was required, but that they were liable to a penalty of 50 *l.* a-day if the Line was not completed within the time limited (28 June 1869).

The Railway panic set in just at the time the Act was obtained, and at the same time another Railway, which with this Line would have formed a new and direct route to Exeter, failed to obtain its Act of Incorporation.

For these two reasons, no steps have ever been taken to raise any capital or push forward the Undertaking now sought to be abandoned.

This Railway has no liabilities of its own, save such as are consequent on the application for abandonment, and these will be met by the old Company.

Having taken into consideration the provisions of the Company's (Extension) Act of 1866, authorising additional capital, and the power thereby given to the Company to apply their capital, the Board of Trade were of opinion that their Warrant should provide for the reduction of the Company's capital, and their power to borrow on mortgage, by the sums authorised by the Company's (Extension) Act of 1866, for the purposes of the said Act and the Railway to be abandoned.

Having, therefore, taken into consideration all the circumstances above referred to, the Board of Trade deemed it just and expedient to authorise the abandonment of the Stert and Westbury Extension Railway, in the terms of the Warrant, dated the 9th day of October 1869, a copy whereof accompanies this Report.

Signed by Order of the Board of Trade,

T. H. Farrer,

Secretary of the Board of Trade.

Whitehall, London,
10 January 1870.

RAILWAYS ABANDONMENT.

**BERKS AND HANTS EXTENSION
RAILWAY.**

(STERT AND WESTBURY EXTENSION.)

WARRANT of the Board of Trade authorising
the ABANDONMENT of the STERT and WEST-
BURY EXTENSION of the BERKS and HANTS
EXTENSION RAILWAY, in pursuance of "The
Abandonment of Railways Act, 1850," and
"The Railway Companies Act, 1867"; and
Report thereon.

(Presented pursuant to Act of Parliament.)

*Ordered, by The House of Commons, to be Printed,
15 February 1870.*

RAILWAYS ABANDONMENT.

BRAMPTON AND LONGTOWN RAILWAY.

REPORT OF THE BOARD OF TRADE.

IN pursuance of the 37th Section of "The Abandonment of Railways Act, 1850," the Board of Trade (in whom the powers given by that Act to the Commissioners of Railways are now vested) lay before Parliament the following Copy of the Warrant granted by them, under "The Railway Companies Act, 1867," for the abandonment of the Brampton and Longtown Railway, together with the subjoined Report, explanatory of the reasons for their decision in this case.

WARRANT.

WHEREAS by "The Brampton and Longtown Railway Act, 1866," the Brampton and Longtown Railway Company were incorporated for the purpose of making and maintaining a Railway, therein described as—

"A Railway 12 miles, 3 furlongs, and 182 yards in length, wholly situated in the County of Cumberland, commencing in the Parish of Arthuret, by a Junction with the Border Union (North British) Railway, at or near to a point 77 yards or thereabouts, measuring in a southerly direction, from the centre of the Bridge carrying the last-mentioned Railway over the road or street, called Water-street, between Longtown and the River Esk, and terminating in the Parish of Brampton by a Junction with the Tramway, between Kirkhouse and Brampton aforesaid, at or near to a point thereon, 157 yards or thereabouts, measured in a westerly direction from the Booking Office door of the Milton Station, on the Newcastle and Carlisle Section of the North Eastern Railway."

And whereas, in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," Albert Ricardo, Esquire, the surety to the bond executed by the Brampton and Longtown Railway Company did, on the 7th day of April 1869, make application in writing to the Board of Trade, setting forth that the said Albert Ricardo was desirous that the here-inbefore described Railway should be abandoned, and also setting forth the grounds upon which such application was made: And whereas it appeared to the Board of Trade that there were sufficient grounds for entertaining such application, and the Board of Trade required and directed the said Albert Ricardo to give notice by advertisement, in a form approved of by the Board of Trade, of such application having been made: And whereas it has been proved to the satisfaction of the Board of Trade that such notice was duly given in the manner required by law, and that it was therein set forth that any person thinking himself aggrieved by the proposed abandonment of the said Railway, and desiring to object thereto, might bring such objection before the Board of Trade by sending a written statement thereof by post, on or before a day named in the said notice, addressed to the Assistant Secretary, Railway Department, Board of Trade, London: And whereas the time so appointed for bringing objections before the Board of Trade has expired, and no objection to the said proposed abandonment of the said Railway has been brought before the Board of Trade: Now, therefore, the Board of Trade, pursuant to, and in exercise of, the power and discretion in them vested by "The Abandonment of Railways Act,

Act, 1850," and "The Railway Companies Act, 1867," do by this warrant, signed by an Assistant Secretary of the Board of Trade, whose name is hereunder subscribed, order and declare that the hereinbefore described Railway by the said Brampton and Longtown Railway Act, 1866, so authorised to be made as aforesaid (being the whole railway and undertaking of the said Brampton and Longtown Railway Company), shall be abandoned by the said Company.

And the Board of Trade do hereby further declare and order that this warrant is granted and shall take effect upon the condition following, that is to say, that the money secured by the bond conditioned for the completion of the said Railway, or for payment of money in default thereof, shall be applied as part of the assets of the said Company.

Signed by order of the Board of Trade, this 12th day of October 1869.

Robert G. W. Herbert,
An Assistant Secretary of the Board of Trade.

REPORT.

THE undertaking of the Brampton and Longtown Railway Company, as authorised by their Act of Incorporation, 29 & 30 Vict. c. 349 (10th August 1866), consists of a Railway (about 12½ miles in length), commencing from a junction with the North British Railway at Longtown, and terminating at a point near Brampton, adjoining the Milton Station of the Newcastle and Carlisle section of the North Eastern Railway.

For the purposes of the undertaking the Company were empowered to raise 120,000 *l.* by 12,000 shares of 10 *l.* each, of which sum the Glasgow and South Western and North British Railway Companies were each authorised to subscribe 30,000 *l.*, and to borrow on mortgage any sum not exceeding 40,000 *l.*

In this case, less than three-fifths of the share capital having been subscribed, the application for authority to abandon the Railway was made, under the 32nd section of "The Railway Companies Act, 1867," by Mr. Albert Ricardo, as the surety to the bond executed by the Brampton and Longtown Railway Company, in pursuance of the 27th section of the Brampton and Longtown Railway Act, 1866; the grounds upon which the abandonment was sought being, "That of the 12,000 shares of 10 *l.* each into which the capital of the Company was authorised by the said Act to be divided, only 3,028 shares have been subscribed for under a subscription contract, although the said Company has now been incorporated upwards of two years and a half, that the amount of capital subscribed as above stated is wholly insufficient for the construction of the said Railway; that no lands authorised to be taken by the said Act have been taken or purchased, and that no portion of the railway or works authorised has been begun or constructed; and that through the financial crisis which ensued about the time of the passing of the Brampton and Longtown Railway Act, the said Glasgow and South Western Railway Company and the said North British Railway Company respectively refused to subscribe any sum of money to the funds of the said Brampton and Longtown Railway Company."

The application was duly advertised and no objections to the proposed abandonment were laid before the Board of Trade.

For the purpose of ascertaining the state and condition of the Company, and of inquiring into the expediency of the proposed abandonment, and of determining the terms and conditions on which the same should be authorised by them the Board of Trade, in pursuance of the 14th section of "The Abandonment of Railways Act, 1850," appointed Colonel Hutchinson, one of their inspecting officers, to inspect the books of account, minutes of proceedings, and other books and documents of the Company.

From Colonel Hutchinson's Report it appears that the capital subscribed is 30,280 *l.* in 3,028 shares, divided among 74 shareholders, two of whom hold 1,000 shares each; that nothing has been received upon the shares, and that the Company have received no money whatever.

The Parliamentary and other expenses amount to 4,092 *l.* 11 *s.* 2 *d.*, of which amount

amount the claims of Messrs. Nimmo & McNay, engineers, and Mr. Shaw, solicitor, amount to 2,000 *l.* In a memorandum signed by these two gentlemen, it is stated that they are satisfied to rely on the assets of the said Company other than the Bond for the payment of their claims against the Company.

Only one land contract has been entered into, which has been settled by the solicitor for 60 *l.*, and there is no opposition to the proposed abandonment.

Having, therefore, taken into consideration all the circumstances above stated, the Board of Trade deemed it just and expedient to authorise the abandonment of the Brompton and Longtown Railway in the terms of the warrant dated the 12th day of October 1869, a copy whereof accompanies this Report.

Signed by order of the Board of Trade,

T. H. Farrer,

Secretary of the Board of Trade.

Whitehall, London,
10 January 1870.

RAILWAYS ABANDONMENT.

BRAMPTON AND LONGTOWN RAILWAY.

WARRANT of the Board of Trade authorising the ABANDONMENT of the BRAMPTON and LONGTOWN RAILWAY, in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," and REPORT thereon.

(Presented pursuant to Act of Parliament.)

Ordered, by The House of Commons, to be Printed,
15 February 1870.

RAILWAYS ABANDONMENT.

THE MID-HANTS LINE (ROPLEY TO MEONSTOKE).

REPORT OF THE BOARD OF TRADE.

IN pursuance of the 37th Section of "The Abandonment of Railways Act, 1850," the Board of Trade (in whom the powers given by that Act to the Commissioners of Railways are now vested) lay before Parliament the following Copy of the Warrant granted by them, under "The Railway Companies Act, 1867," for the abandonment of "The Mid-Hants Line" (Ropley to Meonstoke), together with the subjoined Report, explanatory of the reasons for their decision in this case.

W A R R A N T.

WHEREAS, by "The Mid-Hants Act, 1864" (29 July 1864), (after reciting "The Alton, Alresford, and Winchester Railway Act, 1861," whereby the Alton, Alresford, and Winchester Railway Company were incorporated for the purpose of making and maintaining the two Railways therein specified, and called the "Alton Lines"), it was provided that on and after the 1st day of January 1865, the name of the Alton, Alresford, and Winchester Railway Company should be changed to the name of "The Mid-Hants Railway Company," the Mid-Hants Railway Company were authorised to make and maintain the Railways therein called "The Mid-Hants Line," further described as:

"A Railway commencing by a junction with the first Railway authorised by the 'Alton, Alresford, and Winchester Railway Act, 1861,' in a field now or lately belonging or reputed to belong to Jacob Hagan, Esquire, in the parish of Ropley, in the county of Southampton, numbered 216 on the plans of the Alton, Alresford, and Winchester Railway, deposited with the Clerk of the Peace for the county of Southampton, previous to the application for the 'Act of 1861,' and passing through or into the following parishes, townships, extra-parochial or other places following, or some of them, viz.: Ropley, Bishop's Sutton, Bramdean, Hinton Ampner, West Meon, Warnford, Exton, and Meonstoke, all in the county of Southampton, and terminating by a junction with the Petersfield and Bishops Waltham Railway, at a point between the public roads numbered 17 and 36, in the parish of Meonstoke." And whereas in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," the said Mid-Hants Railway Company did, on the 14th day of June last, make application in writing to the Board of Trade, setting forth that the said Mid-Hants Railway Company were desirous that the herein-before described Railway ("The Mid-Hants Line," Ropley to Meonstoke) should be abandoned, and also setting forth the grounds upon which such application was made: And whereas it appeared to the Board of Trade that there were sufficient grounds for entertaining such application, and the Board of Trade required and directed the said Mid-Hants Railway Company to give notice by advertisement, in a form approved of by the Board of Trade, of such application having been made: And whereas it has been proved to the satisfaction of the Board of Trade that such notice was duly given in the manner required by law, and that it was therein set forth that any person thinking himself aggrieved by the proposed abandonment of the said Railway, and desiring to object thereto, might bring such objection before the Board of Trade, by sending a written statement thereof by post, on or before a day named in the said notice,

addressed to the Assistant Secretary, Railway Department, Board of Trade, London: And whereas the time so appointed for bringing objections before the Board of Trade has expired, and no objection to the said proposed abandonment of the said Railway has been brought before the Board of Trade: Now, therefore, the Board of Trade, pursuant to and in exercise of the power and discretion in them vested by "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," do, by this Warrant, signed by the Secretary of the Board of Trade, whose name is hereunder subscribed, order and declare that the hereinbefore described Railway ("The Mid-Hants Line," Ropley to Meonstoke), by "The Mid-Hants Act, 1864," so authorised to be made as aforesaid, shall be abandoned by the said Company.

And the Board of Trade do hereby further declare and order that the capital authorised to be raised by the Mid-Hants Railway Company shall be reduced to the extent and in manner following; that is to say, the additional capital (155,000*l.*) which by "The Mid-Hants Act, 1864," is authorised to be raised by the creation of new shares for the purposes of "The Mid-Hants Line" (Ropley to Meonstoke), shall not be raised, and the additional sum of money (51,600*l.*) which by the same Act is authorised to be borrowed (for the purposes of "The Mid-Hants Line"), shall not be borrowed.

Signed by Order of the Board of Trade, this 29th day of October 1869,

G. Shaw Lefevre,
Secretary of the Board of Trade.

REPORT.

THE Mid-Hants Railway Company (originally incorporated as "The Alton, Alresford, and Winchester Railway Company") were authorised by their Act of 1864 (The Mid-Hants Act, 1864), 27 & 28 Vict. c. 298, to make and maintain a Railway from Ropley to Meonstoke (called "The Mid-Hants Line"), about nine miles in length, commencing by a Junction with the first Railway authorised by "The Alton, Alresford, and Winchester Railway Act, 1861," at Ropley, and terminating by a Junction with the Petersfield and Bishop's Waltham Railway* at Meonstoke.

For the purposes of the Railway and Works thereby authorised, the Company were empowered to raise by means of new shares additional capital, not exceeding in the whole 155,000*l.*, and to borrow on mortgage 51,600*l.*

In this case the application for authority to abandon the Railway was made by the Company, with the consent of the holders of three-fifths of the shares or stock of the Company, such consent having been duly given in the manner prescribed in "The Abandonment of Railways Act, 1850," Section 1.

The following extract from the Company's application sets forth the grounds upon which the abandonment was sought:—

"That no part of the capital necessary for the construction of the Line (Ropley to Meonstoke), now proposed to be abandoned, has been raised or can be raised, and your Memorialists are unable to execute the necessary works, and have not exercised any of the powers conferred upon them by the Mid-Hants Act of 1864."

The application was duly advertised, and no objections to the proposed abandonment were laid before the Board of Trade.

For the purpose of ascertaining the state and condition of the Company, and of inquiring into the expediency of the proposed abandonment, and of determining the terms and conditions on which the same should be authorised by them, the Board of Trade, in pursuance of the 14th section of "The Abandonment of Railways Act, 1850," appointed Colonel Hutchinson, one of their officers, to inspect the books of account, minutes of proceedings, and other books and documents of the Company.

From

* Authorised to be abandoned by Warrant of the Board of Trade, dated the 28th July 1868.

From Colonel Hutchinson's Report, it appears that the object of "The Mid-Hants Line" was to connect the Alton and Winchester Line (the original Line of the Company) with a proposed Railway from Bishop's Waltham to Petersfield.*

This Line ("The Mid-Hants Line") never had any shareholders of its own, the Act for its construction having been obtained by the Alton and Winchester Railway Company, who paid all preliminary expenses in obtaining the Act.

No money whatever has been raised, no land notices have been served, nor agreements entered into, and there are stated to be no liabilities whatever, except the expenses of the abandonment, which the bondsmen (other than the Company) have engaged to pay.

The abandonment being for a part only of the Railway or Undertaking of the Mid-Hants Railway Company, the Board of Trade were of opinion that their Warrant should provide for the reduction of the Company's capital, and their power to borrow on mortgage by the sum authorised by "The Mid-Hants Act, 1864," for the purpose of the Railway ("The Mid-Hants Line," Ropley to Meonstoke), to be abandoned.

Having, therefore, taken into consideration all the circumstances above referred to, the Board of Trade deemed it just and expedient to authorise the abandonment of "The Mid-Hants Line," Ropley to Meonstoke, in the terms of the Warrant, dated the 29th day of October 1869, a copy whereof accompanies this Report.

Signed by Order of the Board of Trade,

T. H. Farrer,

Secretary of the Board of Trade.

Whitehall, London,
10 January 1870.

* Authorised to be abandoned by Warrant of the Board of Trade.

RAILWAYS ABANDONMENT.

THE MID-HANTS LINE (ROPLEY TO
MEONSTOKE).

WARRANT of the Board of Trade authorising the ABANDONMENT of the MID-HANTS LINE (ROPLEY to MEONSTOKE), in pursuance of "The Abandonment of Railways Act, 1860," and "The Railway Companies Act, 1867"; and REPORT thereon.

(Presented pursuant to Act of Parliament.)

Ordered, by The House of Commons, to be Printed,
15 February 1870.

31--(7).

Under 1 oz.

RAILWAYS ABANDONMENT.

THE WATERFORD, LISMORE, AND FERMOY RAILWAY.

REPORT OF THE BOARD OF TRADE.

IN pursuance of the 37th Section of "The Abandonment of Railways Act, 1850," the Board of Trade (in whom the powers given by that Act to the Commissioners of Railways are now vested) lay before Parliament the following Copy of the Warrant granted by them, under "The Railway Companies Act, 1867," for the abandonment of the Waterford, Lismore, and Fermoy Railway, together with the subjoined Report, explanatory of the reasons for their decision in this case.

W A R R A N T.

WHEREAS, by "The Waterford, Lismore, and Fermoy Railway Act, 1865," (5 July 1865) "The Waterford, Lismore, and Fermoy Railway Company" were incorporated for the purpose of making and maintaining the Railways therein described as ;

" 1. A Railway commencing at the public road near the Bilberry Rock, at the north western angle of the municipal boundary of the City of Waterford, on the right bank of the River Suir, in the parish of Trinity Without, in the county of Waterford, and terminating on the right bank of the estuary of the Colligan, near the brewery of Messrs. Purser & Cody, in the parish of Dungarvan, in the county of Waterford :"

" 2. A Railway commencing in the townland of Townparks East, in the parish of Lismore and Macollop, in the county of Waterford, and terminating at the Fermoy Station by a Junction with the Great Southern and Western Railway, near their coal depôt in the townland of Carrignagroghera, in the parish of Fermoy, in the county of Cork :"

And whereas, in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," the Waterford, Lismore, and Fermoy Railway Company did, on the 18th day of August 1868, by memorial signed by four of the first and only directors of the said Company, make application in writing to the Board of Trade, setting forth that it was expedient that the hereinbefore described Railways should be abandoned, and also setting forth the grounds upon which such application was made : And whereas it appeared to the Board of Trade that there were sufficient grounds for entertaining such application, and the Board of Trade required and directed the said Waterford, Lismore, and Fermoy Railway Company to give notice, by advertisement, in a form approved of by the Board of Trade, of such application having been made : And whereas it has been proved to the satisfaction of the Board of Trade that such notice was duly given in the manner required by law, and that it was therein set forth that any person thinking himself aggrieved by the proposed abandonment of the said Railways, and desiring to object thereto, might bring such objection before the Board of Trade by sending a written statement thereof by post, on or before a day named in the said notice, addressed to the Assistant Secretary, Railway Department, Board of Trade, Whitehall, London : And

whereas the time so appointed for bringing objections before the Board of Trade has expired, and no objection to the said proposed abandonment of the said Railways has been brought before the Board of Trade : Now, therefore, the Board of Trade, pursuant to and in exercise of the power and discretion in them vested by "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," do, by this Warrant, signed by an Assistant Secretary of the Board of Trade, whose name is hereunder subscribed, order and declare that the hereinbefore described Railways by the said Waterford, Lismore, and Fermoy Railway Act, 1865, so authorised to be made as aforesaid (being the whole Railways and Undertaking of the said Waterford, Lismore, and Fermoy Railway Company) shall be abandoned by the said Company.

And the Board of Trade do hereby further declare and order that this Warrant is granted and shall take effect upon the condition following, that is to say, that the money deposited as security for the completion of the said Railways, or the stocks, funds, or securities in which the same is invested, or the money secured by the bond conditioned for the completion of the said Railways, or for payment of money in default thereof, shall be applied as part of the assets of the said Company.

Signed by Order of the Board of Trade, this 3rd day of December 1869,

Robert G. W. Herbert,

An Assistant Secretary of the Board of Trade.

REPORT.

THE Undertaking of the Waterford, Lismore, and Fermoy Railway Company, as authorised by their Act of Incorporation, 28 & 29 Vict. c. 351 (5 July 1865), consists of a Railway from Waterford to Dungarvan (about 29½ miles in length), and a Railway from Lismore to Fermoy (about 15½ miles in length).

For the purposes of the Act, the Company were empowered to raise 400,000 £, by 40,000 shares of 10 £. each, and to borrow on mortgage any sums not exceeding in the whole 133,000 £.

In this case, no part of the share capital having been subscribed, the application for authority to abandon the Railways was made under the 32nd section of "The Railway Companies Act, 1867," by four of the persons named in the Special Act incorporating the Company as Directors thereof. Another and similar application previously made by the same parties, and others interested in the deposit, was not proceeded with.

The grounds upon which the Abandonment was sought were that—

"No part of the Capital of the said Company has been subscribed, and there is no likelihood of any of the said Capital being subscribed."

"The construction of the said Railways has not been commenced, nor has any land been acquired, although, as before stated, the Act of Parliament received the Royal Assent on the 5th July 1865."

The application was duly advertised, and no objections to the proposed abandonment were laid before the Board of Trade.

For the purpose of ascertaining the state and condition of the Company, and of inquiring into the expediency of the proposed abandonment, and of determining the terms and conditions on which the same should be authorised by them, the Board of Trade, in pursuance of the 14th section of "The Abandonment of Railways Act, 1850," appointed Colonel Rich, one of their officers, to inspect the books of account, minutes of proceedings, and other books and documents of the Company.

From Colonel Rich's Report, it appears that there are no objections to the Abandonment ; that no part of the Railway has been made, and the Prospectus

and a Minute Book of the Company are the only records of the Railway which are in existence, so far as he could ascertain.

Colonel Rich found that the deposit money, the release of which was the principal object of this application, was advanced by the Imperial Mercantile Credit Association (Limited); but the statements made to him as to the circumstances under which that money was advanced, and as to the claims of persons alleging themselves to be entitled to payment out of it, were of a conflicting character. The Board of Trade declined to deal with these questions, and left them to be disposed of by the Court of Chancery on the winding up of the Company.

The abandonment of the Waterford, Lismore, and Fermoy Railway was accordingly authorised in the terms of the Warrant, dated the 3rd day of December 1869, a copy whereof accompanies this Report.

Signed by Order of the Board of Trade,

Whitehall, London,
10 January 1870.

T. H. Farrer,
Secretary of the Board of Trade.

RAILWAYS ABANDONMENT.

THE WATERFORD, LISMORE, AND
FERMOY RAILWAY.

WARRANT of the Board of Trade authorising
the ABANDONMENT of the WATERFORD, LIS-
MORE, and FERMOY RAILWAY, in pursuance of
"The Abandonment of Railways Act, 1860,"
and "The Railway Companies Act, 1867," and
Report thereon.

(Presented pursuant to Act of Parliament.)

*Ordered, by The House of Commons, to be Printed,
15 February 1870.*

RAILWAYS ABANDONMENT.

CANNOCK CHASE AND WOLVERHAMPTON RAILWAY.

Portion of Railway between the NORTON BRANCH of the SOUTH STAFFORDSHIRE RAILWAY and WOLVERHAMPTON.

REPORT OF THE BOARD OF TRADE.

IN pursuance of the 37th section of "The Abandonment of Railways Act, 1850," the Board of Trade (in whom the powers given by that Act to the Commissioners of Railways are now vested) lay before Parliament the following Copy of the Warrant granted by them, under "The Railway Companies Act, 1867," for the abandonment of a portion of the Cannock Chase and Wolverhampton Railway, between the Norton Branch of the South Staffordshire Railway and Wolverhampton, together with the subjoined Report, explanatory of the reasons for their decision in this case.

WARRANT.

WHEREAS, by "The Cannock Chase and Wolverhampton Railway Act, 1864" (29 July 1864), the Cannock Chase and Wolverhampton Railway Company were incorporated for the purpose, *inter alia*, of making and maintaining—

"No. 1. A Railway commencing in Burntwood, in that part of the parish of Saint Michael, Lichfield, which lies in the county of Stafford, by a Junction with a private Railway belonging to and in the occupation of the Cannock Chase Colliery Company (Limited), at or near a point where the said Railway is carried by a brick culvert over the stream called Blakemore's Gutter, and terminating in the parish of Wolverhampton, in the county of Stafford, by a Junction with the Great Western Railway, at or near a point where such last-mentioned Railway passes under the Bridge which carries the turnpike road from Wolverhampton to Cannock over such last-mentioned Railway."

And whereas, in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," the said Cannock Chase and Wolverhampton Railway Company did, on the 28th day of July last, make application in writing to the Board of Trade, setting forth that the said Cannock Chase and Wolverhampton Railway Company were desirous that so much of the Railway, hereinbefore described, as lies between the Norton Branch of the South Staffordshire Railway and the termination of the said Railway (No. 1), in the parish of Wolverhampton, should be abandoned, and also setting forth the grounds upon which such application was made: And whereas it appeared to the Board of Trade that there were sufficient grounds for entertaining such application, and the Board of Trade required and directed the said Cannock Chase and Wolverhampton Railway Company to give notice, by advertisement, in a form approved of by the Board of Trade, of such application having been made: And whereas it has been proved to the satisfaction of the Board of Trade that such Notice was duly given in the manner required by law, and that it was therein set forth that any person thinking himself aggrieved by the proposed abandonment of the said portion

of Railway hereinbefore described, and desiring to object thereto, might bring such objection before the Board of Trade, by sending a written statement thereof by post, on or before a day named in the said Notice, addressed to the Assistant Secretary, Railway Department, Board of Trade, London: And whereas the time so appointed for bringing objections before the Board of Trade has expired, and no objection has been maintained which in the opinion of the Board of Trade would justify them in withholding their consent to the proposed abandonment: Now, therefore, the Board of Trade, pursuant to and in exercise of the power and discretion in them vested by "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," do, by this Warrant, signed by the Secretary of the Board of Trade, whose name is hereunder subscribed, order and declare that so much of the Railway, No. 1, hereinbefore described, as lies between the Norton Branch of the South Staffordshire Railway and the termination of the said Railway (No. 1), in the parish of Wolverhampton, by "The Cannock Chase and Wolverhampton Railway Act, 1864," so authorised to be made, shall be abandoned by the said Company.

And the Board of Trade do hereby further declare and order that the capital by "The Cannock Chase and Wolverhampton Railway Act, 1864," authorised to be raised by shares, and the sums of money by the same Act authorised to be borrowed, shall be, and the same are respectively hereby reduced to the extent and in manner following; that is to say, —

1. The Capital to be raised by shares shall not exceed in the whole 20,000 *l.* :
2. The sums of Money to be borrowed shall not exceed in the whole 6,600 *l.* :
3. All the provisions in "The Cannock Chase and Wolverhampton Railway Act, 1864," contained, with respect to the shares of the Company authorised by that Act, and the sums of money by that Act authorised to be borrowed, shall apply to such shares and to such sums of money to be borrowed, as the same are respectively reduced and limited as aforesaid, in the same manner as if the amounts thereof as so reduced and limited had been specified in "The Cannock Chase and Wolverhampton Railway Act, 1864," instead of the original amounts therein specified.

Signed by Order of the Board of Trade, this 30th day of November 1869,
G. Shaw Lefevre,
 Secretary of the Board of Trade.

R E P O R T.

THE Cannock Chase and Wolverhampton Railway Company were authorised by their Act of Incorporation (1864), 27 and 28, Vict. c. 312, to make and maintain two Railways: viz. —

1. A Railway (about Ten miles twelve chains in length) commencing in Burntwood, in the parish of St. Michael, Lichfield, in the county of Stafford, by a junction with a private Railway belonging to the Cannock Chase Colliery Company (Limited), and terminating in the parish of Wolverhampton by a junction with the Great Western Railway.
2. A Junction Railway (about Twenty-seven chains in length), commencing in Burntwood from and out of the above Railway, No. 1, and terminating in the parish of Norton Canes, in the county of Stafford, by a junction with the Cannock Chase Railway Extension.

For the purposes of the Act the Company were empowered to raise 100,000 *l.* in 10,000 Shares of 10 *l.* each, and to borrow on mortgage any sums of money not exceeding, in the whole, the sum of 33,000 *l.* Under a further Act of 1866, the Company were authorised to make and maintain three Extension Railways, and empowered to raise additional share capital of 60,000 *l.*, and to borrow on mortgage 20,000 *l.*

In this case less than three-fifths of the share capital of the Company having been subscribed, the application for authority to abandon a portion of Railway, No. 1 (between the Norton Branch of the South Staffordshire Railway and Wolverhampton) was made under the 32nd section of "The Railway

Companies Act, 1867," by the Company, and one of the persons named in the special Act incorporating the Company as a Director thereof, and with the assent of a meeting of shareholders.

The application was duly advertised, and three objections to the proposed abandonment were laid before the Board of Trade, on the ground that certain claims against the Company had not been settled.

These objections did not, however, appear to the Board of Trade to be such as they could entertain.

For the purpose of ascertaining the state and condition of the Company, and of inquiring into the expediency of the proposed abandonment, and of determining the terms and conditions on which the same should be authorised by them, the Board of Trade, in pursuance of the 14th section of "The Abandonment of Railways Act, 1850," appointed Captain Tyler, one of their officers, to inspect the books of account, minutes of proceedings, and other books and documents of the Company.

From Captain Tyler's report it appears that the Company have constructed all the lines authorised by their Act of 1866, and as much of those authorised by their Act of 1864, as lies between the terminus in Burntwood and the Norton Branch of the South Staffordshire Railway, and the only portion of their authorised line which has not been constructed is that lying between the Norton Branch of the South Staffordshire Railway, and Wolverhampton. The length of this portion is eight miles, three furlongs, three chains.

The lines which have been constructed are stated to have been in use, all of them, for coal traffic, and to have been thus used, more or less, for 12 months, independently of portions of them which were used as colliery lines by the Cannock Chase Colliery Company (limited) for some years previously; but they have not any of them been inspected by the Board of Trade, nor have they yet been equipped with a view to passenger traffic, or even for goods traffic. They have hitherto been worked exclusively by engines, waggons, and vans belonging to the colliery proprietors.

The Company have created and issued under the Act of 1864, 750 shares fully paid up. The resulting funds have been expended for works, materials, and services. Direct payments were in most cases made on the shares, but in one instance materials were purchased by 350 fully paid-up shares, and under the Act of 1866 the whole of the authorised share capital has thus been raised and expended on works and materials and services.

No debentures have been issued, nor any bonds of any description.

No purchases of land have been made on the portion of line authorised by the Act of 1864, which the Company seek to abandon, except of two portions of common land of the lengths of 13 and 23 chains respectively; but notices have been served on the landowners. Land to the extent of 1,332 *l.* in value has been purchased altogether, consisting partly of the above-mentioned common land, and partly of land for the lines which have been constructed; but no settlement has yet been made with some of the proprietors over whose land the line proposed to be abandoned would run. The Company's liability on this account is estimated at 9,000 *l.*

The total expenditure of the Company up to the 30th June is given at 69,040 *l.* 5*s.* 9*d.*, and 554 *l.* 2*s.* 5*d.* has been expended since that date, making a total to the present time of 69,594 *l.* 8*s.* 2*d.*

There are no funds now in the Company's hands, but the accounts show a balance owing of 2,094 *l.*, and the further liabilities of the Company are estimated at 11,500 *l.*

One of the objects of constructing the main authorised line between Wolverhampton and Cannock Chase was to obtain traffic from the system of the Midland Railway to the town of Wolverhampton and places beyond; but since the authorization and partial completion of the Wolverhampton and Walsall Railway, and the arrangement between that Company and the Midland Company, under the Midland Railway (Additional Powers) Act of 1867, the hope of obtaining such traffic no longer exists, and there is a consequent difficulty in raising capital for the construction of this line. An outlet will also be provided by the construction of the Wolverhampton and Walsall Railway, by which the produce of the colliery lines may be taken to Wolverhampton, and the main authorised line of the Cannock Chase and Wolverhampton Company is for this reason no longer required, and the amount of traffic

which could now be expected on that line would not suffice to make its construction a remunerative investment.

The Company have, altogether, received 67,500 *l.* by the issue of share capital, and have expended 69,594 *l.*, and the further liabilities are stated at 2,000 *l.*, owing to creditors, and 9,500 *l.* immediately required to be expended on account of land purchases, while their total share capital amounts to 160,000 *l.*, and their total borrowing power to 53,000 *l.*

The application being for abandonment of part only of the Railways authorised by the Company's Act of 1864 (namely, the portion of Railway No. 1, between the Norton Branch of the South Staffordshire Railway and Wolverhampton) it became necessary to provide for the reduction of the Company's capital, in accordance with the 28th section of "The Abandonment of Railways Act, 1850;" and the amount authorised by the Company's said Act of 1864, to be raised by the creation of shares (100,000 *l.*) was accordingly reduced to 20,000 *l.*, and the money to be borrowed under that Act (33,000 *l.*) was reduced to 6,600 *l.*

Having therefore taken into consideration all the circumstances above referred to, the Board of Trade deemed it just and expedient to authorise the abandonment of the portion of Railway "No. 1" (between the Norton Branch of the South Staffordshire Railway and Wolverhampton) in the terms of the Warrant, dated the 30th day of November 1869, a copy whereof accompanies this Report.

Signed by Order of the Board of Trade,

T. H. Farrer,

Secretary of the Board of Trade.

Whitehall, London.

13 January 1870.

RAILWAYS ABANDONMENT.

CANNOCK CHASE AND WOLVERHAMPTON RAILWAY.

Portion of Railway between the Norton Branch of the South Staffordshire Railway and Wolverhampton.

WARRANT of the Board of Trade authorising the ABANDONMENT of a portion of the CANNOCK CHASE and WOLVERHAMPTON RAILWAY (between the Norton Branch of the South Staffordshire Railway and Wolverhampton), in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867"; and Report thereon.

(Presented pursuant to Act of Parliament.)

*Ordered, by The House of Commons, to be Printed,
15 February 1870.*

31—(9).

Under 1 oz.

RAILWAYS ABANDONMENT.

THE WINCHCOMB AND MIDLAND RAILWAY.

REPORT OF THE BOARD OF TRADE.

IN pursuance of the 37th section of "The Abandonment of Railways Act, 1850," the Board of Trade (in whom the powers given by that Act to the Commissioners of Railways are now vested) lay before Parliament the following Copy of the Warrant granted by them, under "The Railway Companies Act, 1867," for the abandonment of the Winchcomb and Midland Railway, together with the subjoined Report, explanatory of the reasons for their decision in this case.

WARRANT.

WHEREAS by "The Winchcomb and Midland Railway Act, 1866" (16th July 1866), the Winchcomb and Midland Railway Company were incorporated for the purpose of making and maintaining the Railway therein described, as—

"A Railway, Five miles and six furlongs, or thereabouts, in length, commencing in the parish of Beckford, in the county of Gloucester, by a Junction with the Ashchurch and Evesham Railway, and terminating in the parish of Winchcomb, in the said county of Gloucester, near the toll-house at the North-street, at Gretton Turnpike Gates at Winchcomb."

And whereas, in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," William Seaton, one of the persons who has entered into the bond conditioned for the completion of the said Railway, or for payment of money in default thereof, did, on the 5th day of October 1868, make application in writing to the Board of Trade, setting forth that the said William Seaton was desirous that the hereinbefore described Railway should be abandoned, and also setting forth the grounds upon which such application was made: And whereas it appeared to the Board of Trade that there were sufficient grounds for entertaining such application, and the Board of Trade required and directed the said William Seaton to give notice, by advertisement, in a form approved of by the Board of Trade, of such application having been made: And whereas it has been proved to the satisfaction of the Board of Trade that such Notice was duly given in the manner required by law, and that it was therein set forth that any person thinking himself aggrieved by the proposed abandonment of the said Railway, and desiring to object thereto, might bring such objection before the Board of Trade by sending a written statement thereof by post, on or before a day named in the said Notice, addressed to the Assistant Secretary, Railway Department, Board of Trade, Whitehall, London: And whereas the time so appointed for bringing objections before the Board of Trade has expired, and no objection to the said proposed abandonment of the said Railway has been brought before the Board of Trade: Now, therefore, the Board of Trade, pursuant to, and in exercise of the power and discretion in them vested by "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," do, by this warrant, signed by the Secretary of the Board of Trade,

whose name is hereunder subscribed, order and declare that the hereinbefore described Railway by the said Winchcomb and Midland Railway Act, 1866, so authorised to be made as aforesaid (being the whole Railway and undertaking of the said Winchcomb and Midland Railway Company), shall be abandoned by the said Company.

And the Board of Trade do hereby further order and declare, that this Warrant is granted and shall take effect upon the condition following, that is to say, that the money secured by the bond conditioned for the completion of the said Railway, or for payment of money in default thereof, shall be applied as part of the assets of the said Company.

Signed by order of the Board of Trade, this 13th day of December 1869.

G. Shaw Lefevre,

Secretary of the Board of Trade.

R E P O R T.

THE undertaking of the Winchcomb and Midland Railway Company, as authorised by their Act of Incorporation, 29 & 30 Vict. c. 196 (16th July 1866), consists of a Railway about five and three quarter miles in length, from near Beckford to Winchcomb, in the county of Gloucester.

For the purposes of their undertaking, the Company were empowered to raise 42,000 *l.*, by 4,200 shares of 10 *l.* each; and to borrow on mortgage any sum not exceeding in the whole 14,000 *l.*

In this case, no part of the share capital having been subscribed, the application for authority to abandon the Railway was made under the 32nd section of "The Railway Companies Act, 1867," by one of the persons who had entered into the bond conditioned for the completion of the Railway; the grounds upon which the abandonment was sought, being—

"That the time limited for the exercise of the powers of the said Company for the compulsory purchase of land has expired."

"That no ordinary meeting of the Company has taken place" (as required by sect. 14 of the Act of Incorporation).

"That the Company has allotted no shares, and that there are no registered shareholders of the said Company."

"That the construction of the Works of the said Railway has not been commenced, and that no lands have been acquired by the said Company."

In a further communication it was stated that not a shilling of the authorised capital has been subscribed, and no contracts have been made for the purchase of land or otherwise. (A similar application for abandonment was made by one of the Directors of the Company, and a notice of application on behalf of the Company for extension of time was withdrawn.)

The Board of Trade proceeded, however, upon the Memorial first received. The application was duly advertised, and no objections to the proposed abandonment were laid before the Board of Trade.

For the purpose of ascertaining the state and condition of the Company, and of inquiring into the expediency of the proposed abandonment, and of determining the terms and conditions on which the same should be authorised by them, the Board of Trade, in pursuance of the 14th section of "The Abandonment of Railways Act, 1850," appointed Colonel Hutchinson, one of their officers, to inspect the books of account, minutes of proceedings, and other books and documents of the Company.

From Colonel Hutchinson's Report it appears that a sum of 13,000 *l.* was promised as a local subscription, upon the promoters of the line providing substantial contractors for its construction. Upon the anticipation of the completion of the arrangements of such contract, the Memorialist in this case entered into a bond for the release of the Parliamentary deposit, but owing to sundry causes

causes the contract was not concluded. Other efforts appear to have been made to obtain a fresh contract but without success, principally from the Midland Railway Company refusing to exercise their right of subscription of 10,000 *l.* authorised by the Act, and the impossibility of getting further subscriptions in the neighbourhood.

No books of the Company have been kept, and there are no shareholders.

The liabilities of the Company are said not to exceed 2,000 *l.* (engineers' and solicitors' charges).

No agreements for the purchase of land have been made, but some notices to treat were served. There are no objections to the abandonment, and there is no probability of the line being constructed within the time prescribed by the Act.

Having, therefore, taken into consideration all the circumstances above stated, the Board of Trade deemed it just and expedient to authorise the abandonment of the Winchcomb and Midland Railway, in the terms of the Warrant, dated the 13th day of December 1869, a copy whereof accompanies this Report.

Signed by order of the Board of Trade,

Whitehall, London,
13th January 1870.

T. H. Farrer,
Secretary of the Board of Trade.

RAILWAYS ABANDONMENT.

THE WINCHOMB AND MIDLAND
RAILWAY.

WARRANT of the Board of Trade authorising
the ABANDONMENT of the WINCHOMB and
MIDLAND RAILWAY, in pursuance of "The
Abandonment of Railways Act, 1850," and
"The Railway Companies Act, 1867;" and
REPORT thereon.

(Presented pursuant to Act of Parliament.)

Ordered, by The House of Commons, to be Printed,
15 February 1870.

RAILWAYS ABANDONMENT.

THE DUBLIN AND BALTINGLASS JUNCTION RAILWAY.

REPORT OF THE BOARD OF TRADE.

IN pursuance of the 37th Section of "The Abandonment of Railways Act, 1850," the Board of Trade (in whom the powers given by that Act to the Commissioners of Railways are now vested) lay before Parliament the following Copy of the Warrant granted by them, under "The Railway Companies Act, 1867," for the abandonment of the Dublin and Baltinglass Junction Railway, together with the subjoined Report, explanatory of the reasons for their decision in this case.

WARRANT.

WHEREAS, by the "Dublin and Baltinglass Junction Railway Act, 1864" (29 July 1864), "The Dublin and Baltinglass Junction Railway Company" were incorporated for the purpose of making and maintaining the Railway therein described, as

"A Railway, commencing in the parish of Naas, in the county of Kildare, by a Junction with the Great Southern and Western Railway, and terminating in the parish of Baltinglass, in the county of Wicklow:"

And whereas, in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," the said Dublin and Baltinglass Junction Railway Company, and also William Jones Westby, Abraham Shackleton, David Mahony, and Thomas Pim, junior, four of the persons named in the special Act incorporating the Company, as Members and Directors thereof, did, on the 24th day of July 1869, make application in writing to the Board of Trade, setting forth that the said Company were desirous that the hereinbefore described Railway should be abandoned, and also setting forth the grounds upon which such application was made: And whereas it appeared to the Board of Trade that there were sufficient grounds for entertaining such application, and the Board of Trade required and directed the said Company to give notice, by advertisement, in a form approved of by the Board of Trade, of such application having been made: And whereas it has been proved to the satisfaction of the Board of Trade that such Notice was duly given in the manner required by law, and that it was therein set forth that any person thinking himself aggrieved by the proposed abandonment of the said Railway, and desiring to object thereto, might bring such objection before the Board of Trade by sending a written statement thereof by post, on or before a day named in the said Notice, addressed to the Assistant Secretary, Railway Department, Board of Trade, London: And whereas the time so appointed for bringing objections before the Board of Trade has expired, and no objection to the said proposed abandonment of the said Railway has been brought before the Board of Trade: Now, therefore, the Board of Trade, pursuant to and in exercise of the power and discretion in them vested by "The Abandonment of Railways

Railways Act, 1850," and "The Railway Companies Act, 1867," do, by this warrant, signed by the Secretary of the Board of Trade, whose name is hereunder subscribed, order and declare that the hereinbefore described Railway, by the "Dublin and Baltinglass Junction Railway Act, 1864," so authorised to be made as aforesaid (being the whole Railway and Undertaking of "The Dublin and Baltinglass Junction Railway Company") shall be abandoned by the said Company.

And the Board of Trade do hereby further declare and order that this warrant is granted and shall take effect upon the condition following, that is to say, that the money secured by the bond conditioned for the completion of the said railway, or for payment of money in default thereof, shall be applied as part of the assets of the said Company.

Signed by order of the Board of Trade, this 5th day of January 1870.

T. H. Farrer,
Secretary of the Board of Trade.

REPORT.

THE Undertaking of the Dublin and Baltinglass Junction Railway Company, as authorised by their Act of Incorporation, 27 & 28 Vict. c. 329 (29 July 1864), consists of a Railway, about 23½ miles in length, commencing by a Junction with the Great Southern and Western Railway at Naas, in the county of Kildare, and terminating at Baltinglass, in the county of Wicklow.

For the purposes of the Undertaking, the Company were empowered to raise 180,000 £. by 18,000 shares of 10 £. each, and to borrow on mortgage any sums not exceeding in the whole 20,000 £.

In this case less than three-fifths of the share capital of the Company having been subscribed, the application for authority to abandon the Railway was made under the 32nd section of the Railway Companies Act, 1867, by the Company (under their Common Seal), without the preliminary consent of a meeting of shareholders of the Company, and also by William Jones Westby, Abraham Shackleton, David Mahony, and Thomas Pim, junior, four of the persons named in the Special Act incorporating the Company as Members and Directors thereof.

The following extracts from the Company's application set forth the grounds upon which the abandonment was sought.

"That your memorialists subsequent to the passing of the said Act took the necessary steps for raising the amount of the share capital authorised to be raised, but only succeeded in getting subscribers to the amount of 15,140 £., being very much less than three-fifths of the said share capital, and they have up to the present time been wholly unable to obtain any further subscriptions, and have consequently been unable to commence to make the said Railway, or to purchase any lands for the purposes thereof, nor have they entered into any agreement therefor."

"That as there is no probability of your memorialists being able to get further subscriptions, owing to the state of railway enterprise in Ireland, your memorialists are unable to carry out the said Undertaking."

The application was duly advertised, and no objections to the proposed abandonment were laid before the Board of Trade.

For the purpose of ascertaining the state and condition of the Company, and of inquiring into the expediency of the proposed abandonment, and of determining the terms and conditions on which the same should be authorised by them, the Board of Trade, in pursuance of the 14th section of "The Abandonment of Railways Act, 1850," appointed Colonel Rich, one of their officers, to inspect the books of account, minutes of proceedings, and other books and documents of the Company.

From Colonel Rich's Report it appears that no works have been executed, and no lands have been taken, and there are no objectors to the abandonment.

Having,

Having, therefore, taken into consideration all the circumstances above referred to, the Board of Trade deemed it just and expedient to authorise the abandonment of the Dublin and Baltinglass Junction Railway, in the terms of the Warrant, dated the 5th day of January 1870, a copy whereof accompanies this Report.

Signed by order of the Board of Trade,

Whitehall, London,
15 January 1870.

T. H. Farrer,
Secretary of the Board of Trade.

RAILWAYS ABANDONMENT.

THE DUBLIN AND BALTINGLASS
JUNCTION RAILWAY.

WARRANT of the Board of Trade authorising the ABANDONMENT of the Dublin and Baltinglass Junction Railway, in pursuance of "The Abandonment of Railways Act, 1860," and "The Railway Companies Act, 1867;" and Report thereon.

(Presented pursuant to Act of Parliament.)

*Ordered, by The House of Commons, to be Printed,
15 February 1870.*

31—(11).

Under 1 oz.

RAILWAYS ABANDONMENT.

BUDE CANAL AND LAUNCESTON JUNCTION RAILWAY.

REPORT OF THE BOARD OF TRADE.

In pursuance of the 37th Section of "The Abandonment of Railways Act, 1850," the Board of Trade (in whom the powers given by that Act to the Commissioners of Railways are now vested) lay before Parliament the following Copy of the Warrant granted by them, under "The Railway Companies Act, 1867," for the abandonment of the Bude Canal and Launceston Junction Railway, together with the subjoined Report, explanatory of the reasons for their decision in this case.

W A R R A N T.

WHEREAS, by "The Bude Canal and Launceston Junction Railway Act, 1865," (5 July 1865), the Bude Canal and Launceston Junction Railway Company were incorporated for the purpose of making and maintaining the Railway therein described, as

A Railway commencing in the parish of Werrington, in the county of Devon, at or near the termination of a cut or canal of the Bude Harbour and Canal Company, and terminating in the parish of Lawhitton, in the county of Cornwall, by a junction with the Launceston and South Devon Railway, now in course of construction in a field, numbered 65, in the said parish of Lawhitton, on the plans referred to in "The Launceston and South Devon Railway Act, 1862."

And whereas it has been shown to the satisfaction of the Board of Trade that no part of the share capital of the said Company has been subscribed: And whereas, in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," Daniel Shilson, one of the persons named in the Special Act incorporating the Company as a member and director thereof, did, on the 30th day of August 1869, make application in writing to the Board of Trade, setting forth that the said Daniel Shilson was desirous that the herein-before described Railway should be abandoned, and also setting forth the grounds upon which such application was made: And whereas it appeared to the Board of Trade that there were sufficient grounds for entertaining such application, and the Board of Trade required and directed notice to be given by advertisement, in a form approved of by the Board of Trade, of such application having been made: And whereas it has been proved to the satisfaction of the Board of Trade that such notice was duly given in the manner required by law, and that it was therein set forth that any person thinking himself aggrieved by the proposed abandonment of the said Railway, and desiring to object thereto, might bring such objection before the Board of Trade by sending a written statement thereof by post, on or before a day named in the said notice, addressed to the Assistant Secretary, Railway Department, Board of Trade, London: And whereas the time so appointed for bringing objections before the Board of Trade has expired, and no objection to the said proposed abandonment of the said Railway has been brought before the Board of Trade: Now, therefore, the Board of Trade, pursuant to and in exercise of the power and discretion in them vested by

31—(12).

"The

“ The Abandonment of Railways Act, 1850,” and “ The Railway Companies Act, 1867,” do, by this Warrant, signed by an Assistant Secretary of the Board of Trade, whose name is hereunder subscribed, order and declare that the hereinbefore described Railway, by the said Bude Canal and Launceston Junction Railway Act, 1865, so authorised to be made as aforesaid (being the whole Railway and undertaking of the said Bude Canal and Launceston Junction Railway Company), shall be abandoned by the said Company.

And the Board of Trade do hereby further declare and order that this Warrant is granted and shall take effect upon the condition following, that is to say, that the money deposited as security for the completion of the said Railway, or the stocks, funds, or securities in which the same is invested, or the money secured by the bond conditioned for the completion of the said Railway, or for payment of money in default thereof, shall be applied as part of the assets of the said Company.

Signed by Order of the Board of Trade, this 28th day of January 1870,

Robert G. W. Herbert,
An Assistant Secretary of the Board of Trade.

R E P O R T.

THE Undertaking of the Bude Canal and Launceston Junction Railway Company, as authorised by their Act of Incorporation, 28 & 29 Vict. c. 263, (5 July 1865), consists of a Railway about 2½ miles in length, from the Bude Canal, in the parish of Werrington, in the county of Devon, to a junction with the Launceston and South Devon Railway, in the parish of Lawhitton in the county of Cornwall.

For the purposes of the Undertaking, the Company were empowered to raise 20,000 *l.* by 2,000 shares of 10 *l.* each, and to borrow on mortgage any monies not exceeding in the whole 6,600 *l.*

In this case, no part of the share capital of the Company having been subscribed, the application for authority to abandon the Railway was made under the 32nd section of “ The Railway Companies Act, 1867,” by one of the persons named in the Special Act incorporating the Company, as a member or director thereof.

The grounds upon which the Abandonment was sought, were :

“ That it has been found impossible to raise any portion of the capital authorised.

“ That in consequence, it has not been possible to take any steps towards the purchase of the land for the construction of such Railway, and no agreement has been entered into by the Company with any individual or Company to make or construct the said Railway and Works, or any portion thereof respectively.

“ That there never have been any other Directors or Members of the Company than the three directors appointed by the said Act, and they will make no objection to the proposed Abandonment.”

For the purpose of ascertaining the state and condition of the Company, and of inquiring into the expediency of the proposed Abandonment, and of determining the terms and conditions on which the same should be authorised by them, the Board of Trade, in pursuance of the 14th section of “ The Abandonment of Railways Act, 1850,” appointed Colonel Yolland, one of their officers, to inspect the books of account, minutes of proceedings, and other books and documents of the Company.

From

From Colonel Yolland's Report, it appears that the powers of the Company to raise capital have not been exercised, as no shares have been subscribed for. A gift of about 50*l.* was received from S. Sebastian Smith, of London, towards defraying the preliminary expenses. The legal expenses of obtaining the Act of Parliament were defrayed by Messrs. Gurney & Co., who also found the money for the Parliamentary deposit. The engineering expenses were defrayed by the Engineer, Mr. Featherstonhaugh, and were given by that gentleman.

The powers for the compulsory purchase of land expired on the 5th July 1868, and the period for the completion of the Railway will expire on the 5th July 1870.

No proceedings have been taken under the Act, and no notices as to land have been given.

There is no opposition to the proposed abandonment, and there are no outstanding liabilities beyond Messrs. Gurney's claim for legal services subsequent to obtaining the Act of Parliament. The necessity for the abandonment has arisen in consequence of the inability to raise the capital.

Having, therefore, taken into consideration all the circumstances above stated, the Board of Trade deemed it just and expedient to authorise the abandonment of the Bude Canal and Launceston Junction Railway (being the whole Railway and undertaking of the Company) in the terms of the Warrant, dated the 28th day of January 1870, a copy whereof accompanies this Report.

Signed by Order of the Board of Trade,

T. H. Farrer,
Secretary of the Board of Trade.

Whitehall, London,
2 February 1870.

Witness

RAILWAYS ABANDONMENT.

BUDE CANAL AND LAUNCESTON
JUNCTION RAILWAY.

WARRANT of the Board of Trade authorising
the ABANDONMENT of the BUDE CANAL and
LAUNCESTON JUNCTION RAILWAY, in pursuance
of "The Abandonment of Railways Act, 1860,"
and "The Railway Companies Act, 1867;" and
Report thereon.

(Presented pursuant to Act of Parliament.)

*Ordered, by The House of Commons, to be Printed,
15 February 1870.*

RAILWAYS ABANDONMENT.

THE CENTRAL CORNWALL RAILWAY

(Including the LAUNCESTON, BODMIN, and WADEBRIDGE JUNCTION RAILWAY).

REPORT OF THE BOARD OF TRADE.

IN pursuance of the 37th section of "The Abandonment of Railways Act, 1850," the Board of Trade (in whom the powers given by that Act to the Commissioners of Railways are now vested) lay before Parliament the following Copy of the Warrant granted by them, under "The Railway Companies Act, 1867," for the abandonment of the Central Cornwall Railway (including the Launceston, Bodmin, and Wadebridge Junction Railway), together with the subjoined Report, explanatory of the reasons for their decision in this case.

WARRANT.

WHEREAS, by "The Launceston, Bodmin, and Wadebridge Junction Railway Act, 1864" (29 July 1864), "The Launceston, Bodmin, and Wadebridge Junction Railway Company" were incorporated for the purpose of making and maintaining the Railway therein described as :

"A Railway commencing in the parish of Saint Stephens by Launceston in the county of Cornwall, by a junction with the Launceston and South Devon Railway, and terminating in the parish of Simonward (otherwise Saint Breward) in the same county by a junction with the Bodmin and Wadebridge Railway at or near to the termination of that Railway :"

And whereas, by "The Central Cornwall Railway Act, 1865" (6 July 1865), it was enacted that on and after the passing thereof, the name of the Company, instead of being the name "The Launceston, Bodmin, and Wadebridge Junction Railway Company," should be the name "The Central Cornwall Railway Company," and by the said Act the said Company were authorised to make and maintain the Railways therein described as :

"A Railway (No. 1) commencing in the parish of Saint Breock in the county of Cornwall by a junction with the Ruthern Branch of the Bodmin and Wadebridge Railway at a point thereon near the termination of that Branch at Ruthern Bridge, and terminating in the parish of Kenwyn in the said county by a junction with the Cornwall Railway at a point thereon eastward of the eastern end of the passenger station of that Railway at Truro :"

"A Railway (No. 2) situate wholly within the parish of Saint Colomb Major in the said county, commencing by a junction with the Railway (No. 1), and terminating by a junction with the Newquay Railway at a point thereon eastward of the point where that Railway crosses the turnpike road leading from Saint Colomb Major to Truro :"

And whereas, by "The Central Cornwall Railway Act, 1867," the periods
31—(13). limited

limited for the compulsory purchase of lands for, and the completion of, the Railway authorised by the said Act of 1864, were extended: And whereas, it has been shown to the satisfaction of the Board of Trade that a part less than three-fifths of the share capital of the said Company has been subscribed: And whereas, in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," John Ching, one of the persons named in the special Act incorporating the Company, as a member and director thereof did, on the 13th day of September 1869, make application in writing to the Board of Trade, setting forth that the said John Ching was desirous that the hereinbefore-described Railways should be abandoned, and also setting forth the grounds upon which such application was made: And whereas it appeared to the Board of Trade that there were sufficient grounds for entertaining such application, and the Board of Trade required and directed the said John Ching to give notice, by advertisement, in a form approved of by the Board of Trade, of such application having been made: And whereas it has been proved to the satisfaction of the Board of Trade that such notice was duly given in the manner required by law, and that it was therein set forth that any person thinking himself aggrieved by the proposed abandonment of the said Railways, and desiring to object thereto, might bring such objection before the Board of Trade by sending a written statement thereof by post, on or before a day named in the said notice, addressed to the Assistant Secretary, Railway Department, Board of Trade, London: And whereas the time so appointed for bringing objections before the Board of Trade has expired, and no objection to the said proposed abandonment of the said Railways has been brought before the Board of Trade: Now, therefore, the Board of Trade, pursuant to and in exercise of the power and discretion in them vested by "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," do, by this Warrant, signed by the Secretary of the Board of Trade, whose name is hereunder subscribed, order and declare that the hereinbefore described Railways by "The Launceston, Bodmin, and Wadebridge Junction Railway Act, 1864," and "The Central Cornwall Railway Act, 1865," so authorised to be made as aforesaid (being the whole Railway and undertaking of "The Central Cornwall Railway Company") shall be abandoned by the said Company,

And the Board of Trade do hereby further declare and order that this Warrant is granted and shall take effect upon the condition that the money secured by the bonds conditioned for the completion of the said Railways, or for payment of money in default thereof, shall be applied as part of the assets of the said Company.

Signed by Order of the Board of Trade, this 16th day of March 1870.

G. Shaw Lefevre,
Secretary of the Board of Trade.

REPORT.

THE Undertaking of the Launceston, Bodmin, and Wadebridge Junction Railway Company (now "The Central Cornwall Railway Company"), as authorised by their Act of Incorporation, 27 & 28 Vict. c. 289 (29th July 1864), consists of a Railway about 21 miles in length, commencing by a junction with the Launceston and South Devon Railway at Launceston, and terminating by a junction with the Bodmin and Wadebridge Railway, at or near the termination of that Railway at Wenford Bridge.

By "The Central Cornwall Railway Act, 1865," 28 & 29 Vict. c. 374 (6th July 1865), the Company were authorised to make and maintain an "Extension Railway," about 23 miles in length, commencing by a junction with the Ruthern Branch of the Bodmin and Wadebridge Railway, and terminating by a junction with the Cornwall Railway, and a short branch from the above Railway to communicate with the Newquay Railway.

The name of the Company was also, by the same Act, changed to "The Central Cornwall Railway Company."

By

By the "Central Cornwall Railway Act, 1867," the periods limited by the Act of 1864, for the compulsory purchase of land for and completion of the Railway authorised by that Act, were extended.

For the purposes of their original undertaking, authorised by the Act of 1864, the Company were empowered to raise a capital of 250,000 £, by 25,000 shares of 10 £ each; and to borrow on mortgage any sums not exceeding in the whole 88,000 £.

For the purposes of the "Extension Railway" (only), authorised by the Act of 1865, the Company were empowered to raise (by the creation of new shares, under the name of "Extension Shares") any further sum, not exceeding 320,000 £, and to borrow on mortgage any sum not exceeding 106,600 £, such sums to be kept separate from the original capital, and to be applied only to the purposes of the "Extension Railway."

In this case, less than three-fifths of the share capital of the Company having been subscribed, the application for authority to abandon the Railway was made under the 32nd section of "The Railway Companies Act, 1867," by John Ching, one of the persons named in the special Act incorporating the Company, as a member or director thereof, with the concurrence of the other directors of the Company.

The grounds upon which the abandonment was sought, were :

"That the capital for the construction of such Railways and works, or any part thereof, has not been and cannot be raised."

"That the period within which the compulsory powers for the purchase of land granted to the Company may be exercised has expired without any steps having been taken for the purchase of any land or otherwise for the construction of such Railways and works, or any part thereof, and that the said Company has not agreed with any individual or any other Company to make or construct the said Railways and works or any portion thereof respectively."

"That there are not and have never been any other directors of the Company than those named in the Launceston, Bodmin, and Wadebridge Junction Railway Act, 1864, as the first directors, and that all of such directors approve of this application, and that no person in any way interested in the said Company objects to such abandonment, as your memorialist believes."

For the purpose of ascertaining the state and condition of the Company, and of inquiring into the expediency of the proposed abandonment, and of determining the terms and conditions on which the same should be authorised by them, the Board of Trade, in pursuance of the 14th section of "The Abandonment of Railways Act, 1850," appointed Colonel Yolland, one of their officers, to inspect the books of account, minutes of proceedings, and other books and documents of the Company.

From Colonel Yolland's Report, and the share list supplied to him, it appears there are 33 ordinary shareholders who have paid up 696 £, on 376 shares, whilst 1,388 shares *fully paid up* have been allotted to 31 persons who are considered to have rendered "services" to the first Company, viz., that of the Launceston, Bodmin, and Wadebridge Railway Junction Company, under the Act of 29 July 1864.

The expenditure incurred in obtaining that Act, which has been paid out of the money received from the ordinary shareholders, is stated to have been as follows :

						£.
To the solicitors	-	.	-	-	-	596
„ engineer	-	-	-	-	-	100
						<hr/>
						£. 696

The London and South Western Railway Company paid 1,000 £. for 100 Shares, towards the expenses of obtaining the Act of 6th July 1865; and that money appears to have been paid or handed over to the solicitors.

Further claims to a large amount are alleged, but not admitted, to be due to the solicitors and engineer of the Company.

No other money appears to have been raised under either Act.

No notices respecting land have been given to landowners, and no contracts for the execution of any works have been entered into, and no opposition has been manifested towards the application for a Warrant of Abandonment.

Having, therefore, taken into consideration all the circumstances above stated, the Board of Trade deemed it just and expedient to authorise the abandonment of The Central Cornwall Railway (being the whole Railway and undertaking of the Company), in the terms of the Warrant, dated the 16th day of March 1870, a copy whereof accompanies this Report.

Signed by Order of the Board of Trade,

Whitehall, London,
16th March 1870.

G. Shaw Lefevre,
Secretary of the Board of Trade.

RAILWAYS ABANDONMENT.

THE CENTRAL CORNWALL RAILWAY
(including the LAUNCESTON, BODMIN, and WADE-
BRIDGE JUNCTION RAILWAY).

WARRANT of the Board of Trade authorising
the ABANDONMENT of the CENTRAL CORNWALL
RAILWAY (including the LAUNCESTON, BODMIN
and WADEBRIDGE JUNCTION RAILWAY), in pur-
suance of "The Abandonment of Railways Act,
1860," and "The Railway Companies Act, 1867";
and Report thereon.

(Presented pursuant to Act of Parliament.)

*Ordered, by The House of Commons, to be Printed,
22 March 1870.*

31—(13).

Under 1 oz.

RAILWAYS ABANDONMENT.

THE LAUGHARNE RAILWAY.

REPORT OF THE BOARD OF TRADE.

IN pursuance of the 37th Section of "The Abandonment of Railways Act, 1850," the Board of Trade (in whom the powers given by that Act to the Commissioners of Railways are now vested) lay before Parliament the following Copy of the Warrant granted by them, under "The Railway Companies Act, 1867," for the abandonment of the Laugharne Railway, together with the subjoined Report, explanatory of the reasons for their decision in this case.

WARRANT.

WHEREAS, by "The Laugharne Railway Act, 1866," (30 July 1866) the Laugharne Railway Company were incorporated for the purpose of making and maintaining the Railway therein called "The Laugharne Railway," further described as "A Railway, five miles three furlongs and nine chains in length, commencing in the parish of Llanfihangel Abercowen, in the county of Carmarthen, by a junction with the South Wales Railway of the Great Western Railway Company, at a point one chain or thereabouts west of the south-western end of the south or down passenger platform of the Saint Clears station on the said Railway, and terminating in the parish of Laugharne, in the said county, at or near a point on the foreshore of the slob or mud lands of Laugharne, about three feet above ordinary high-water mark, and immediately below the north-east corner of a field or inclosure in the said parish of Laugharne, belonging to the corporation of Laugharne aforesaid, and in the occupation of Evan David."

And whereas, it has been shown to the satisfaction of the Board of Trade that a part less than three-fifths of the share capital of the said Company has been subscribed: And whereas, in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," Albert Ricardo, who lent the money deposited as security for the completion of the said Railway, did, on the 23rd day of June 1868, make application in writing to the Board of Trade, setting forth that the said Albert Ricardo was desirous that the hereinbefore described Railway should be abandoned, and also setting forth the grounds upon which such application was made: And whereas it appeared to the Board of Trade that there were sufficient grounds for entertaining such application, and the Board of Trade required and directed the said Albert Ricardo to give notice, by advertisement, in a form approved of by the Board of Trade, of such application having been made: And whereas it has been proved to the satisfaction of the Board of Trade that such notice was duly given in the manner required by law, and that it was therein set forth that any person thinking himself aggrieved by the proposed abandonment of the said Railway, and desiring to object thereto, might bring such objection before the Board of Trade by sending a written statement thereof by post, on or before a day named in the said notice, addressed to the Assistant Secretary, Railway Department, Board of Trade, London: And whereas the time so appointed for bringing objections before the Board of Trade has expired, and no objection to the said proposed abandonment of the said railway has been brought

brought before the Board of Trade : Now, therefore, the Board of Trade, pursuant to and in exercise of the power and discretion in them vested by "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," do, by this Warrant, signed by the Secretary of the Board of Trade, whose name is hereunder subscribed, order and declare that the hereinbefore described Railway ("The Laugharne Railway") by the said Laugharne Railway Act, 1866, so authorised to be made as aforesaid (being the whole Railway and undertaking of the said Laugharne Railway Company), shall be abandoned by the said Company.

And the Board of Trade do hereby further declare and order that this Warrant is granted and shall take effect upon the condition that the money deposited as security for the completion of the said Railway, or the stocks, funds, or securities in which the same is invested, shall be applied as part of the assets of the said Company.

Signed by Order of the Board of Trade, this 11th day of May 1870.

T. H. Farrer,

Secretary of the Board of Trade.

REPORT.

THE Undertaking of the Laugharne Railway Company, as authorised by their Act of Incorporation, 29 & 30 Vict. c. 279 (30 July 1866), consists of a Railway, about 5½ miles in length, commencing in the parish of Llanfihangel, by a junction with the South Wales Railway near to Saint Clear's Station, and terminating in the parish of Laugharne, in the county of Carmarthen.

For the purposes of the Undertaking, the Company were empowered to raise a capital of 50,000 £., in 5,000 Shares of 10 £. each, and to borrow on mortgage any sum not exceeding in the whole 16,600 £.

In this case, a part less than three-fifths of the share capital of the Company having been subscribed, the application for authority to abandon the Railway was made, under the 32nd Section of "The Railway Companies Act, 1867," by Mr. Albert Ricardo, who lent the money deposited as security for the completion of the Railway.

The grounds upon which the abandonment was sought were—

"That three-fifths of the share capital of the Company has not been subscribed; that no lands have been taken or purchased; and that no portion of the Railway or other Works authorised by the Act, has been constructed or begun.

"That under existing circumstances it is impossible to obtain funds to construct the Railway, and other Works authorised by the Act, that it would be impossible to complete the said Railway, &c. within the time fixed by the said Act for their completion, and that it would be useless to apply for an extension of time for the completion of the said Railway, &c."

An application was subsequently made under the "Railways (Extension of Time) Act, 1868," by the Laugharne Railway Company, under their common seal, for an extension of the time limited for the completion of the Railway; but the Board of Trade declined to grant a warrant authorising the desired extension of time.

A further application for abandonment was also made by Mr. Frank Howard, one of the first directors of the Company. The Board of Trade, however, proceeded upon the first application, made by Mr. Ricardo.

The application was duly advertised, and no objections to the proposed abandonment were laid before the Board of Trade.

For the purpose of ascertaining the state and condition of the Company, and of inquiring into the expediency of the proposed abandonment, and of determining

mining the terms and conditions on which the same should be authorised by them, the Board of Trade, in pursuance of the 14th section of "The Abandonment of Railways Act, 1850," appointed Colonel Yolland, one of their officers, to inspect the books of account, minutes of proceedings, and other books and documents of the Company.

From Colonel Yolland's report, it appears that no progress has been made in the construction of the works; no notices have been issued respecting land, and no land has been purchased; and the period limited for the completion of the Railway expired 30th July last.

The statements made to Colonel Yolland as to the number of shareholders and the number of shares allotted to each were of a conflicting character; but they both agreed in saying that only 40 *l.* in money was received, the rest of the shares being allotted (or to be held in trust for the Company) for services rendered. In a return, however, made to the Board of Trade in 1867, the total paid up on shares is stated to be 3,400 *l.*; and in a similar return, made in 1868, the total paid up is said to be "Nil."

The liabilities of the Company, incurred prior and up to the time of obtaining the Act of Parliament, are said to amount to 1,898 *l.* 5 *s.* 2 *d.*; and the liabilities incurred subsequent to obtaining the Act are said to amount to 2,751 *l.* 4 *s.* 4 *d.*; and there are probably some further claims.

Colonel Yolland was informed that the only asset of the Company is the Parliamentary deposit, lent by Mr. Ricardo to Messrs. Carter and Muddelle, upon their personal security, guaranteed by Mr. John Robinson. Mr. Robinson is now dead, and his estate is in course of administration by the Court of Chancery; but Mr. Ricardo is said to have proved against this estate for the full amount of his claim, and that his claim has been admitted, but no dividend has yet been declared.

Having, therefore, taken into consideration all the circumstances above referred to, the Board of Trade deemed it just and expedient to authorise the abandonment of the Laugharne Railway (being the whole Railway and Undertaking of the Company), in the terms of the Warrant, dated the 11th day of May 1870, a copy whereof accompanies this Report.

Signed by Order of the Board of Trade,

T. H. Farrer,

Secretary of the Board of Trade.

Whitehall, London,
13 May 1870.

RAILWAYS ABANDONMENT.

THE LAUGHARNE RAILWAY.

WARRANT of the Board of Trade authorising the ABANDONMENT of the LAUGHARNE RAILWAY, in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867"; and Report thereon.

(Presented pursuant to Act of Parliament.)

Ordered, by The House of Commons, to be Printed,
17 May 1870.

0.31.—(14).

Under 1 oz.

RAILWAYS ABANDONMENT.

THE SOUTH WALES AND GREAT WESTERN DIRECT RAILWAY.

REPORT OF THE BOARD OF TRADE.

IN pursuance of the 37th Section of "The Abandonment of Railways Act, 1850," the Board of Trade (in whom the powers given by that Act to the Commissioners of Railways are now vested) lay before Parliament the following Copy of the Warrant granted by them, under "The Railway Companies Act, 1867," for the abandonment of the South Wales and Great Western Direct Railway, together with the subjoined Report, explanatory of the reasons for their decision in this case.

W A R R A N T.

WHEREAS, by "The South Wales and Great Western Direct Railway Act, 1865" (5 July 1865), the South Wales and Great Western Direct Railway Company were incorporated for the purpose of making and maintaining the Railway therein called "The South Wales and Great Western Direct Railway," further described as:

"A Railway to commence in the parish of Tidenham in the county of Gloucester by a junction with the South Wales Railway at or near the eastern end of the bridge carrying that Railway over the River Wye, thence to cross the River Severn by a bridge, and to terminate in the parish of Wootton Bassett in the county of Wilts by a Junction with the Great Western Railway at or near the Wootton Bassett Station."—"A Railway to commence in the parish of Thornbury in the county of Gloucester by a Junction with the first-mentioned intended Railway at a point on the Sea Bank about 130 yards to the southward of the Occupation Road leading from Cowhill Farm to the said Sea Bank, and to terminate in the parish of Almondsbury in the said county of Gloucester by a Junction with the Bristol and South Wales Union Railway at or near to the Pilning Station thereof."

And whereas, it has been shown to the satisfaction of the Board of Trade that no part of the share capital of the said Company has been subscribed: And whereas, in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," Abraham Darby, one of the persons who has entered into the bond conditioned for the completion of the said Railway, or for payment of money in default thereof, did, on the fourth day of March 1868, make application in writing to the Board of Trade, setting forth that the said Abraham Darby was desirous that the hereinbefore described Railway should be abandoned, and also setting forth the grounds upon which such application was made: And whereas it appeared to the Board of Trade that there were sufficient grounds for entertaining such application, and the Board of Trade required and directed the said Abraham Darby to give notice, by advertisement, in a form approved of by the Board of Trade, of such application having been made: And whereas it has been proved to the satisfaction of the Board of Trade that such notice was duly given in the manner required by law, and that it was therein set forth that any person thinking himself aggrieved by the proposed abandonment of the said Railway, and desiring to object thereto, might bring such objection before the Board of Trade by sending a written statement thereof by post, on or before a day

31—(15). named

named in the said notice, addressed to the Assistant Secretary, Railway Department, Board of Trade, London: And whereas the time so appointed for bringing objections before the Board of Trade has expired, and no objection has been maintained which, in the opinion of the Board of Trade, would justify them in withholding their consent to the proposed abandonment: Now, therefore, the Board of Trade, pursuant to and in exercise of the power and discretion in them vested by "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," do, by this Warrant, signed by the Secretary of the Board of Trade, whose name is hereunder subscribed, order and declare that the hereinbefore described Railway by "The South Wales and Great Western Direct Railway Act, 1865," so authorised to be made as aforesaid (being the whole Railway and Undertaking of the South Wales and Great Western Direct Railway Company), shall be abandoned by the said Company.

And the Board of Trade do hereby further declare and order that this Warrant is granted and shall take effect upon the condition following, that is to say, that the money secured by the bond conditioned for the completion of the said Railway, or for payment of money in default thereof, shall be applied as part of the assets of the said Company.

Signed by Order of the Board of Trade, this 13th day of June 1870,

G. Shaw Lefevre,
Secretary of the Board of Trade.

R E P O R T.

THE Undertaking of the South Wales and Great Western Direct Railway Company, as authorised by their Act of Incorporation, 28 & 29 Vict. c. 367, (5 July 1865), consists of a Railway about 35 $\frac{3}{4}$ miles in length, from the South Wales Railway near Chepstow, to the Great Western Railway near Wootton Bassett, with a branch about five miles in length, from Thornbury to the Bristol and South Wales Union Railway near Pilning Station.

For the purposes of the Undertaking the Company were empowered to raise 1,800,000 *l.* in 180,000 shares of 10 *l.* each, and to borrow on mortgage any sum not exceeding 600,000 *l.*

In this case, no part of the share capital having been subscribed, the application for authority to abandon the Railway was made under the 32nd Section of "The Railway Companies Act, 1867," by one of the persons who had entered into the bond conditioned for the completion of the Railway; the grounds upon which the abandonment was sought, being—

"That no part of the share capital of the Company has been subscribed; that no lands have been taken or purchased, or agreed to be taken or purchased, and that no portion of the Railway or Works authorised by the said Act has been constructed or begun.

"That the only liabilities of the Company, so far as your Memorialist can ascertain, are the amounts claimed to be due to the solicitors, engineers, and other parties, for the charges and expenses of and incident to the preparation for and the passing of the said Act, the particulars of which your Memorialist has been unable to obtain, although he has made application to the solicitors of the said Company to be furnished therewith, but your Memorialist believes that the parties having such claims on the said Company trusted to the successful carrying of the project, and the profits which would thereby accrue to them as their reward in case of success, being content to run the risk of failure.

"That at the present time great embarrassment and distress is felt even with respect to established Railway Companies; that it is impossible to obtain funds to construct the Railway and Works authorised by the Act; that it would be impossible to complete the Works within the period limited by the Act, and
that

that it would be useless to apply for an extension of the time limited for the completion of the said Railway and Works."

The application was duly advertised, and one objection to the proposed abandonment was laid before the Board of Trade, on the part of persons who alleged that the Company had not performed their engagement to pay certain claims agreed upon.

For the purpose of ascertaining the state and condition of the Company, and of inquiring into the expediency of the proposed abandonment, and of determining the terms and conditions on which the same should be authorised by them, the Board of Trade, in pursuance of the 14th section of "The Abandonment of Railways Act, 1850," appointed Colonel Hutchinson, one of their officers, to inspect the books of account, minutes of proceedings, and other books and documents of the Company.

From Colonel Hutchinson's Report it appears that the failure of the Ebbw Vale Iron Company (in which Mr. Darby, the applicant in this case, is stated to have been the principal partner), and the refusal of the Great Western Railway Company to carry out arrangements which were necessary to the success of the Undertaking, led to its practical abandonment.

No contracts were ever let, only one land contract was entered into, and no share capital was ever subscribed for.

A sum of about 20,000 *l.* was raised for the purposes of promoting the Undertaking, which was all expended in obtaining the Act, and opposing the competing projects.

Some further sums, amounting in the whole to 8,000 *l.*, are alleged to be due: viz., to the solicitors, engineers, and financial agents of the Company.

These sums are stated to be greatly reduced from their original amounts, and to be deposited in the hands of third parties, waiting the cancellation of the Bond.

The only objection to the proposed abandonment was made by a firm of solicitors, in respect to a sum of 250 *l.*, which they had failed to get settled, 200 *l.* of this being the amount payable in pursuance of an agreement entered into on behalf of a client, the owner of a ferry on the Severn, for not opposing the passing of the Company's Bill,

In this case the Parliamentary Deposit (144,000 *l.*) for securing the completion of the Railway, had been released by a bond to the Treasury in twice that amount.

The Board of Trade were urged to grant the Warrant of Abandonment without the condition of the bond being applied as part of the assets of the Company; but they declined to grant a Warrant without this condition, which has been uniformly inserted by them in all Warrants authorising the abandonment of the *whole* Undertaking of a Railway Company; and they accordingly left the application of the money secured by the bond to be dealt with by the Court of Chancery in the winding up of the Company.

Having, therefore, taken into consideration all the circumstances above stated, the Board of Trade deemed it just and expedient to authorise the abandonment of "The South Wales and Great Western Direct Railway" (being the whole Railway and Undertaking of the Company), in the terms of the Warrant accompanying this Report, and dated the 13th day of June 1870.

Signed by Order of the Board of Trade,

Whitehall, London,
18 June 1870.

G. Shaw Lefevre,
Secretary of the Board of Trade.

RAILWAYS ABANDONMENT.

THE SOUTH WALES AND GREAT
WESTERN DIRECT RAILWAY.

WARRANT of the BOARD of TRADE authorising
the ABANDONMENT of the SOUTH WALES and
GREAT WESTERN DIRECT RAILWAY, in pursuance
of "The Abandonment of Railways Act, 1860,"
and "The Railway Companies Act, 1867"; and
Report thereon.

(Presented pursuant to Act of Parliament.)

Ordered, by The House of Commons, to be Printed,
24 June 1870.

RAILWAYS ABANDONMENT.

THE AFON VALLEY RAILWAY.

REPORT OF THE BOARD OF TRADE.

IN pursuance of the 37th Section of "The Abandonment of Railways Act, 1850," the Board of Trade (in whom the powers given by that Act to the Commissioners of Railways are now vested) lay before Parliament the following Copy of the Warrant granted by them, under "The Railway Companies Act, 1867," for the abandonment of the Afon Valley Railway, together with the subjoined Report, explanatory of the reasons for their decision in this case.

W A R R A N T.

WHEREAS, by "The Afon Valley Railway Act, 1865" (6 July 1865), "The Afon Valley Railway Company" were incorporated for the purpose of making and maintaining the Railway therein called "The Afon Valley Railway," further described as:

"A Railway commencing in the parish of Margam, by a junction with the Great Western (South Wales) Railway, at or near the Port Talbot Station on that Railway, and terminating in the hamlet of Llangynwyd Higher, in the parish of Llangynwyd, in a field the property of the Dowager Countess Dunraven, and occupied by Gwenllian Thomas, widow, numbered 310, on the Tithe Commutation map of that parish."

And whereas, it has been shown to the satisfaction of the Board of Trade that a part less than three-fifths of the share capital of the said Company has been subscribed: And whereas, in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," Richard Hanbury Miers, one of the persons named in the said Special Act incorporating the said Company as a Member and Director thereof, and one of the sureties to the Bond conditioned for the completion of the said Railway, did, on the 13th day of November 1869, make application in writing to the Board of Trade, setting forth that the said Richard Hanbury Miers was desirous that the hereinbefore described Railway should be abandoned, and also setting forth the grounds upon which such application was made: And whereas it appeared to the Board of Trade that there were sufficient grounds for entertaining such application, and the Board of Trade required and directed the said Richard Hanbury Miers to give notice, by advertisement, in a form approved of by the Board of Trade, of such application having been made: And whereas it has been proved to the satisfaction of the Board of Trade that such notice was duly given in the manner required by law, and that it was therein set forth that any person thinking himself aggrieved by the proposed abandonment of the said Railway, and desiring to object thereto, might bring such objection before the Board of Trade by sending a written statement thereof by post, on or before a day named in the said notice, addressed to the Assistant Secretary, Railway Department, Board of Trade, London: And whereas the time so appointed for bringing objections before the Board of Trade has expired, and no objection to the said proposed Abandonment of the said Railway has been brought before the Board

of Trade : Now, therefore, the Board of Trade, pursuant to and in exercise of the power and discretion in them vested by "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," do, by this Warrant, signed by the Secretary of the Board of Trade, whose name is hereunder subscribed, order and declare that the hereinbefore described Railway by "The Afon Valley Railway Act, 1865," so authorised to be made as aforesaid (being the whole Railway and Undertaking of the Afon Valley Railway Company), shall be abandoned by the said Company.

And the Board of Trade do hereby further declare and order that this Warrant is granted and shall take effect upon the condition that the money secured by the Bond conditioned for the completion of the said Railway, or for payment of money in default thereof, shall be applied as part of the assets of the said Company.

Signed by Order of the Board of Trade, this 13th day of July 1867.

G. Shaw Lefevre,
Secretary of the Board of Trade.

REPORT.

THE Undertaking of the Afon Valley Railway Company, as authorised by their Act of Incorporation, 28 & 29 Vict. c. 376 (6 July 1865), consists of a Railway, about 10½ miles in length, from Port Talbot on the Great Western (South Wales) Railway, to Llangynwyd.

For the purposes of the undertaking the Company were empowered to raise 130,000 £, in 13,000 shares of 10 £. each, and to borrow on mortgage any sums of money not exceeding in the whole the sum of 43,000 £.

In this case, a part less than three-fifths of the share capital of the Company having been subscribed, the application for authority to abandon the Railway was made under the 32nd section of "The Railway Companies Act, 1867," by Mr. Hanbury Miers, one of the persons named in the Special Act incorporating the Company as a Member and Director thereof, and one of the sureties to the Bond conditioned for the completion of the Railway.

An application had been previously made by the Company, under the "Railways (Extension of Time) Act, 1868," for extension of time for the completion of the Railway. The application was entertained by the Board of Trade and proceeded with, but in consequence of a considerable deviation from the original line being involved in the new scheme, objections were made on the part of landowners, and the application was withdrawn by the Company.

The grounds upon which the Abandonment was sought were—

"That the time for purchasing lands has expired without any being purchased or contracted for, and nothing whatever has been done towards the construction of the Railway, nor have any steps been taken for keeping alive the Company's powers."

"That the Company have never had any funds. All the shares which have been issued having been given as security for, or in satisfaction of, professional services rendered to the Company, and the total of the Shares so issued does not nearly amount to three-fifths of the Company's authorised capital."

"That there is not the slightest prospect of the Company being able to make the Railway within the time prescribed (6 July 1870), and it would be a great hardship on your memorialist if the penalty on the Bond was to be enforced."

The application was duly advertised, and no objections to the proposed abandonment were laid before the Board of Trade.

For the purpose of ascertaining the state and condition of the Company, and of inquiring into the expediency of the proposed abandonment, and of determining

mining the terms and conditions on which the same should be authorised by them, the Board of Trade, in pursuance of the 14th section of "The Abandonment of Railways Act, 1850," appointed Colonel Hutchinson, one of their officers, to inspect the books of account, minutes of proceedings, and other books and documents of the Company.

From Colonel Hutchinson's Report it appears that a contractor had been obtained and a contract sealed for the construction of the Line for the nominal capital of 173,000 £., all to be paid in shares and debentures of the Company, but before any land contracts were entered into, or any works whatever constructed, the contractor (one of the sureties to the Bond conditioned for the completion of the Railway) became insolvent. One thousand shares (fully paid up) had been previously allotted to him, in consideration of which he had agreed to pay the preliminary expenses of the Company (10,000 £.), but this agreement he never carried out, and this amount is still stated to be owing, and to form the only liabilities of the Company, except such charges as will be incident to this application.

In addition to the 1,000 shares allotted to the contractor, there are 1,100 others entered as having been issued, viz., 1,000 to the Parliamentary Agent, Local Solicitors, and Engineer, to cover the amount of their claims, and 100 other shares in lots of 20 each, but nothing whatever has been paid upon these shares.

Having, therefore, taken into consideration all the circumstances above referred to, the Board of Trade deemed it just and expedient to authorise the abandonment of the Afon Valley Railway (being the whole Railway and undertaking of the Company), in the terms of the Warrant, dated the 13th day of July 1870, a copy whereof accompanies this Report.

Signed by Order of the Board of Trade,

G. Shaw Lefevre,
Secretary of the Board of Trade,

Whitehall, London,
15 July 1870.

RAILWAYS ABANDONMENT.

THE AFON VALLEY RAILWAY.

WARRANT of the Board of Trade authorising the ABANDONMENT of the AFON VALLEY RAILWAY, in pursuance of "The Abandonment of Railways Act, 1860," and "The Railway Companies Act, 1867;" and Report thereon.

(Presented pursuant to Act of Parliament.)

Ordered, by The House of Commons, to be Printed,
18 July 1870.

31—(16).

Under 1 oz.

RAILWAYS ABANDONMENT.

THE NORTH AND SOUTH WILTSHIRE JUNCTION RAILWAY.

REPORT OF THE BOARD OF TRADE.

IN pursuance of the 37th section of "The Abandonment of Railways Act, 1850," the Board of Trade (in whom the powers given by that Act to the Commissioners of Railways are now vested) lay before Parliament the following Copy of the Warrant granted by them, under "The Railway Companies Act, 1867," for the abandonment of the North and South Wiltshire Junction Railway, together with the subjoined Report, explanatory of the reasons for their decision in this case.

WARRANT.

WHEREAS, by "The North and South Wiltshire Junction Railway Act, 1865" (5 July 1865), "The North and South Wiltshire Junction Railway Company" were incorporated for the purpose of making and maintaining a Railway, from Christian Malford in the county of Wilts, to Beachingstoke in the same county, that is to say,

A Railway, called Railway No. 1, commencing by a junction with the authorised line of the Wilts and Gloucestershire Railway, in the parish of Christian Malford, in the county of Wilts, in a field or inclosure numbered 16 on the plans of the said Railway, and terminating at a point in an arable field belonging to the executors of the late Joseph Hayward, and in the occupation of Charles Wiltshire, which said point is about 240 yards to the south of the rails of the Berks and Hants Railway, measured from a point on the said rails about 420 yards to the east of the bridge, carrying a road over the said Railway immediately adjoining the Woodborough Station of the said last-mentioned Railway, in the parish of Beechingstoke, otherwise Beachingstoke, in the aforesaid county.

A Railway, called Railway No. 2, commencing by a junction with Railway No. 1, in the parish of Woodborough, in the aforesaid county, in a meadow field, commonly called or known by the name of Rye Hurst or Turner's Hurst, and terminating in the said parish of Beechingstoke, otherwise Beachingstoke, in the aforesaid county, upon lands of the Berks and Hants Railway Company, at a point opposite to a mile post indicating 78½ miles from London.

And whereas, it has been shown to the satisfaction of the Board of Trade that a part less than three-fifths of the share capital of the said Company has been subscribed: And whereas, in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," Henry Carnsew, one of the persons who has entered into a bond conditioned for the completion of the said Railway or for payment of money in default thereof, did, on the 27th day of July last, make application in writing to the Board of Trade, setting forth that the said Henry Carnsew was desirous that the hereinbefore-

31—(17).

described Railway should be abandoned, and also setting forth the grounds upon which such application was made : And whereas it appeared to the Board of Trade that there were sufficient grounds for entertaining such application, and the Board of Trade required and directed the said Henry Carnsew to give notice, by advertisement, in a form approved of by the Board of Trade, of such application having been made : And whereas it has been proved to the satisfaction of the Board of Trade that such notice was duly given in the manner required by law, and that it was therein set forth that any person thinking himself aggrieved by the proposed abandonment of the said Railway, and desiring to object thereto, might bring such objection before the Board of Trade by sending a written statement thereof by post, on or before a day named in the said notice, addressed to the Assistant Secretary, Railway Department, Board of Trade, London : And whereas the time so appointed for bringing objections before the Board of Trade has expired, and no objection to the said proposed abandonment of the said Railway has been brought before the Board of Trade : Now, therefore, the Board of Trade, pursuant to and in exercise of the power and discretion in them vested by "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," do, by this Warrant, signed by the Secretary of the Board of Trade, whose name is hereunder subscribed, order and declare that the hereinbefore described Railway by the said North and South Wiltshire Junction Railway Act, 1865, so authorised to be made as aforesaid (being the whole Railway and Undertaking of the said North and South Wiltshire Junction Railway Company) shall, be abandoned by the said Company.

And the Board of Trade do hereby further declare and order that this Warrant is granted and shall take effect upon the condition that the money secured by the bond conditioned for the completion of the said Railway, or for payment of money in default thereof, shall be applied as part of the assets of the said Company.

Signed by Order of the Board of Trade, this 23rd day of July 1870.

G. Shaw Lefevre,

Secretary of the Board of Trade.

REPORT.

THE Undertaking of the North and South Wiltshire Junction Railway Company, as authorised by their Act of Incorporation 28 & 29 Vict. c. 338 (5 July 1865), consists of a Railway about 16 miles 7 furlongs in length, commencing by a Junction with the authorised Wilts and Gloucestershire Railway,* at Christian Malford, in the county of Wilts, and terminating at Beachingstoke, in the same county, and a Railway 5 furlongs in length from the above Railway at Woodborough, to the Berks and Hants Railway at Beachingstoke.

For the purposes of their Undertaking, the Company were empowered to raise 270,000 *l.*, by 13,500 shares of 20 *l.* each, and to borrow on mortgage any sums of money not exceeding in the whole the sum of 90,000 *l.*

In this case, less than three-fifths of the share capital having been subscribed, the application for authority to abandon the Railway was made under the 32nd section of "The Railway Companies Act, 1867," by Henry Carnsew, one of the persons who had entered into the bond conditioned for the completion of the Railway ; the grounds upon which the abandonment was sought, being—

"1. Less than three-fifths of the share capital has been subscribed, and there is not the least probability of any further capital being subscribed."

"2. The

* An application has been made to, and entertained by, the Board of Trade for a Warrant to authorise the abandonment of this Railway.

"2. The Railway has not been commenced, nor has any land been purchased by the Company for that purpose."

"3. The powers of the Company for the compulsory purchase of land have expired, and, no proceedings or notices having been taken or served, it is impossible for the Company to acquire the necessary lands for the construction of the Railway."

The application was duly advertised, and no objections to the proposed abandonment were laid before the Board of Trade.

An application previously made by the Company under their common seal, for extension of time, under "The Railways (Extension of Time) Act, 1868," was entertained by the Board of Trade, but was opposed by the Great Western Railway Company, and subsequently withdrawn by the Company.

For the purpose of ascertaining the state and condition of the Company, and of inquiring into the expediency of the proposed abandonment, and of determining the terms and conditions on which the same should be authorised by them, the Board of Trade, in pursuance of the 14th section of "The Abandonment of Railways Act, 1850," appointed Captain Tyler, one of their officers, to inspect the books of account, minutes of proceedings, and other books and documents of the Company.

From Captain Tyler's Report, it appears that there have been 831 shares created and issued, but no cash subscriptions have been received on account of such shares. They have been handed under the sanction of a resolution, dated 26th June 1868, to directors, for their qualification, to officers of the Company, and professional gentlemen, for their services, or for expenses incurred in obtaining the Act. The above resolution provides that these shares (marked as fully paid in the register), are issued "as security until the Company is in a position to pay them (the creditors) in money with five per cent. interest from this day."

The total expenditure of the Company, paid as above explained, in shares, has amounted to 16,620 *l*.

The total liabilities of the Company at the present time, as far as they are known, are said to amount to 297 *l*. 4 *s*.

No sums of money have been borrowed on mortgage or by bonds of any description.

No land has been purchased, nor have any contracts with landowners been entered into, and no works have been constructed of any description, and there does not appear to be any chance of the line being made.

The object of this Railway was in conjunction with the Wiltshire Railway and the Wiltshire and Gloucestershire Railway, to form a through communication between Salisbury and the Severn, near Gloucester, and to accommodate a country not possessing the advantages of railway communication between the Great Western main line and the Berks and Hants Railway.

The commercial crisis which followed the passing of the Act prevented the scheme from being followed up, and the time limited for the compulsory purchase of land having expired (in 1868), and the period limited for the completion of the Railway being about to expire, Mr. Carnsew applies, with the consent of the Company, for a Warrant of Abandonment, in order to relieve himself from liability, and to obtain the release of the bond entered into for the completion of the Railway, and signed by himself and Mr. Robert O'Brien Jameson.

Having, therefore, taken into consideration all the circumstances above referred to, the Board of Trade deemed it just and expedient to authorise the abandonment of the North and South Wiltshire Junction Railway (being the whole Railway and Undertaking of the Company) in the terms of the Warrant, dated the 23rd July 1870, a copy whereof accompanies this Report.

Signed by Order of the Board of Trade,

G. Shaw Lefevre,

Whitehall, London,
25 July 1870.

Secretary of the Board of Trade.

RAILWAYS ABANDONMENT.

THE NORTH AND SOUTH WILTSHIRE
JUNCTION RAILWAY.

WARRANT of the Board of Trade authorising
the ABANDONMENT of the NORTH AND SOUTH
WILTSHIRE JUNCTION RAILWAY, in pursuance
of "The Abandonment of Railways Act, 1860,"
and "The Railway Companies Act, 1867", and
REPORT thereon.

(Presented pursuant to Act of Parliament.)

*Ordered, by The House of Commons, to be Printed,
26 July 1870.*

31—(17).

Under 1 oz.

RAILWAY ACCIDENTS.

1869.

RETURN of the Number and Nature of the ACCIDENTS and INJURIES to LIFE and LIMB which have been reported to the Board of Trade as having occurred on all the RAILWAYS open for Traffic in *England* and *Wales*, *Scotland*, and *Ireland* respectively, during the Year ended the 31st day of December 1869.

Board of Trade, }
26 March 1870. }

G. SHAW LEFEVRE.

(PRESENTED TO PARLIAMENT BY HER MAJESTY'S COMMAND.)

Ordered, by The House of Commons, to be Printed,
30 March 1870.

RETURN of the Number and Nature of the ACCIDENTS and the INJURIES to LIFE and LIMB which have been reported to the Board of Trade as having occurred on all the RAILWAYS open for Traffic in *England and Wales, Scotland, and Ireland*, respectively, from the 1st of January to the 31st of December 1869.

ENGLAND AND WALES.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Trespassers.		Miscellaneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1869: 27 Mar. -	Anglesea Central -	-	1	-	-	-	-	-	-	-	-	-	-	-	-	Passenger train ran violently against stops in the Garwen Junction Station. One passenger injured. Rails were covered with snow and sleet at the time.
1 Jan. -	Blyth and Tyne -	-	-	-	-	-	-	-	-	-	-	1	1	-	-	Two trespassers run over whilst walking on the line at Earsdon Crossing; one killed, and the other severely injured.
16 Jan. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Killingworth Crossing.
10 Feb. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser killed from falling into a coal cell at North Shields Station.
10 June -	Brecon and Merthyr -	-	-	-	-	3	2	-	-	-	-	-	-	-	-	Engine and part of goods train got off the rails near Maesycwmmmer Station. Two locomotive superintendants and the engine-driver killed, and two other servants of the company injured.
22 Aug. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayer, from his own want of caution, crushed to death between buffers at Pantywaen.
12 June -	Bristol and Exeter -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser crushed to death between a truck and cattle-pen in Taunton goods yard.
16 June -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Labourer in company's service knocked down and killed whilst incautiously shunting trucks at Bristol Station.
1 July -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1*	-	-	-	* Suicide. A woman of unsound mind laid herself across the rails near Tiverton Road Station, and was run over and killed.
24 July -	- ditto - - -	-	2	-	-	-	-	-	-	-	-	-	-	-	-	Passenger train entering the Bristol Station at a slow rate of speed was turned into a siding, owing to the points having been improperly left open, and came into collision with an engine. Two passengers slightly injured.
23 Sept. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of a goods agent fell from a goods waggon in the Bristol goods shed, and was killed.
21 Aug. -	Bristol Port Railway and Pier.	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Watchman in service of company run over while asleep on the line. Arm amputated.
3 July -	Cambrian - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Woman run over and killed at a private level crossing.
6 July -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Supposed trespasser struck by an engine and killed near Penrhyndendraeth.
9 Aug. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Shunter crushed to death between buffers whilst incautiously coupling waggons at Oswestry.
13 Sept. -	- ditto - - -	-	-	-	1	-	-	-	-	-	-	-	-	-	-	Female passenger, alighting from a train in motion at Caerwys Station, was so severely injured as to necessitate amputation of a leg and arm.
30 Sept. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Barmouth Junction.

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		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1869; 1 Nov. -	Cambrian—continued.	-	2	-	-	-	2	-	-	-	-	-	-	-	-	Collision at Carno Station between a passenger train and a goods train. Two passengers and driver and fireman of passenger train injured.
2 Nov. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Goods guard run over and killed whilst incautiously shunting waggons at Criccieth.
18 Sept. -	Cornwall - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed on the Weston Mill Viaduct.
1 Jan. -	Great Eastern - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Cleaner in service of North London Railway Company knocked down and killed by a train which was being shunted into a siding at the Bow Station.
11 Jan. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	1	-	Carter looking after grain at Brick Lane Station slightly injured by a train.
18 Jan. -	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Servant of signal contractor struck by an engine while walking on the line at Stepney. Foot crushed.
22 Jan. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Fireman fell from engine near Buckhurst Station and was killed.
29 Jan. -	- ditto - - -	-	10	-	-	-	1	-	-	-	-	-	-	-	-	A passenger train came into collision with a goods train near Shadwell Station (on the London and Blackwall line) causing injuries to ten passengers and the guard of the goods train, and throwing the guard's van of the goods train off the rails. An up-passenger train from Woolwich struck the van, but none of the passengers were injured.
29 Jan. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayer run over and killed between Stepney and Shadwell.
9 Feb. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser killed near Ilford.
12 Feb. -	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Platelayer knocked down by a train between Bentley and Ipswich Stations. Thigh and arm fractured.
16 Feb. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayer run over and killed near Ely Junction.
30 Feb. -	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Porter at Bentley Station attempting to get on the footstep of an engine. Foot amputated.
20 Feb. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Goods guard killed in attempting to couple waggons in motion at Wymondham Station.
5 Mar. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	1	-	Coal merchant's son horsing a truck at Bures Station, fell and was run over and killed.
8 Mar. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	1	-	Signalman's son (a lad) run over and killed whilst crossing the line at Elmswell Station.
12 Mar. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Signalman at Bishopsgate Station knocked down by an engine and killed.
17 Mar. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	1	-	-	Trespasser crossing at Manningtree Station had his foot cut off by a train.
19 Mar. -	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Goods guard injured internally from being jammed between a break-van and a truck at London Docks.
27 Mar. -	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Fireman bruised by falling from engine tender at Dereham Station.
28 Mar. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser jumped from the platform at Lea Bridge Station on to the line to recover his hat which had been blown off, and was struck by a train and killed.

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		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1869 : 3 May -	Great Eastern—contd.	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Fireman fell from an engine in motion near Whittlesford Station, and was injured on foot and side.
11 May -	ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Inspector at Shalford Station run over and killed whilst attempting to pass between carriages and an engine in motion.
13 May -	ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Stonea Station.
25 May -	ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at a private level crossing near Lea Bridge.
26 May -	ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayer run over and killed in Stratford Station yard by some trucks which were being shunted.
15 June -	ditto - - -	-	6	-	-	1	1	-	-	-	-	-	-	-	-	Passenger train got off the line near Wickham on the Maldon Branch. Fireman killed, and driver had both legs broken. Six passengers injured.
3 Nov. -	ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Coupling between two parts of a mixed passenger and goods train broke when near Wendling Station. No person injured.
18 Jan. -	Great Northern	-	-	-	-	2	1	-	-	-	-	-	-	-	-	A coal train ran into a safety siding near the Copenhagen Tunnel, Holloway, the fog being very dense at the time, and came into violent collision with the buffer stop. Driver and fireman killed, and guard injured.
28 Feb. -	ditto - - -	-	4	-	-	-	2	-	-	-	-	-	-	-	-	Collision at Retford Station between an express passenger train and a goods train. Four passengers and the two guards of the passenger train slightly injured.
29 March -	ditto - - -	-	3	-	-	-	-	-	-	-	-	-	-	-	-	Slight collision at King's Cross Station between a passenger train and some empty carriages, the rails being slippery at the time. Three passengers shaken.
17 April -	ditto - - -	-	4	-	-	-	-	-	-	-	-	-	-	-	-	Part of a passenger train got off the rails at Grantham Junction. Four passengers slightly shaken.
16 August -	ditto - - -	-	-	-	-	1	3	-	-	-	-	-	-	-	-	Collision between a train of empty carriages and a goods train near the Barnet Station, causing the portable gas in the leading break carriage to explode. The leading break carriage and two following carriages were burnt. The driver had his thigh broken. The fireman and the second guard were injured. The first guard was severely injured by the collision, and afterwards burnt to death.
23 Sept. -	ditto - - -	-	-	-	-	-	2	-	-	-	-	-	-	-	-	Engine of a passenger train got off the rails whilst passing over points at a siding at Wheathampstead Station, and fell over on its side. Driver and fireman injured.
24 Oct. -	ditto - - -	-	3	4	-	-	1	-	-	-	-	-	-	-	-	Rear part of a passenger train got off the rails at Welwyn Junction. Three passengers killed, and four injured. Guard also injured.
2 Jan. -	Great Western	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Abbey Foregate.
7 Jan. -	ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayer knocked down and killed whilst incautiously crossing the Hoobrook Viaduct, near Kidderminster.
6 Jan. -	ditto - - -	-	1	-	-	-	-	-	-	-	-	-	-	-	-	Female passenger alighting from a train at the Dudley Station fell upon the platform, in consequence of the train suddenly moving, and was slightly hurt.
18 Jan. -	ditto - - -	-	-	-	-	1	-	-	-	-	-	-	-	-	-	Passenger incautiously getting out of a train at the Portland Junction ticket platform, fell on the rails and injured his head and body.

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		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1869: 27 Jan. -	Great Western—contd.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Carpenter in service of company knocked down and killed whilst incautiously standing on the line near Reading.
30 Jan. -	ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Boy-passenger, four years of age, fell out of a train in motion near Oakengates, and was killed. The company state that the accident occurred from want of care on the part of his parents.
30 Jan. -	ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Ganger in service of company run over and killed near Culham from his own want of caution.
30 Jan. -	ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser struck by a train at the Kingswinford Branch, and slightly injured.
22 Feb. -	ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Policeman in service of company knocked down and killed by one train whilst incautiously signalling another at Millstream Junction, near Oxford.
28 Feb. -	ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Woman killed at an occupation road level crossing between Hadley and Ketley.
2 March -	ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser (a little boy) run over and killed near Johnston.
2 March -	ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelay run over and killed whilst incautiously walking on the line near Brinscomb.
3 March -	ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelay run over and killed from his own want of caution in a tunnel near Glyn Neath.
15 March -	ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger run over and killed whilst incautiously crossing the line at Handsworth.
8 April -	ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Goods guard fell from train in motion near Glyn Neath.
10 April -	ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Langley.
16 April -	ditto - - -	-	-	-	1	-	-	-	-	-	-	-	-	-	-	Passenger jumped from a train between Slough and Taplow, and was severely injured.
19 April -	ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed on the Ely Valley Branch.
24 April -	ditto - - -	-	-	-	1	-	-	-	-	-	-	-	-	-	-	Passenger jumped from a train between Shrivensham and Swindon. Leg broken and head injured.
29 April -	ditto - - -	-	-	-	-	-	-	2	-	-	-	-	-	-	-	Two goods guards run over and killed near Didcot, whilst incautiously walking on the line towards their homes.
30 April -	ditto - - -	-	2	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Reading between a passenger train and an engine, in consequence of a pair of points being left wrongly turned. Two passengers injured.
1 May -	ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Policeman run over and killed at Pontypool road, from his own want of caution.
8 May -	ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Switchman at Cumlin Junction run over whilst incautiously walking on the line towards his home. Leg cut off.
11 May -	ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger killed in attempting to enter a train in motion at Longville.
18 May -	ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser knocked down by a train near Acton. Leg and arm broken.
27 May -	ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Goods guard fell from his train in the Werfa tunnel and was killed.

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		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1869 : 28 May -	Great Western— <i>cond.</i>	-	-	-	-	-	-	-	-	-	-	-	1	-	-	Trespasser knocked down by a train near Pontrilas, and slightly injured.
30 May -	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Wednesbury.
11 June -	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Farringdon.
16 June -	- ditto -	-	-	-	-	-	-	-	-	-	-	-	1	-	-	Trespasser knocked down by a train between Hayes and Southall, and injured on head and arm.
17 June -	- ditto -	-	-	-	-	-	-	-	-	-	-	2	-	-	-	Two trespassers run over and killed near Wednesbury.
25 June -	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Rowley Regis.
3 July -	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Tydee Crossing.
8 July -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Ganger run over and killed near Hockley from his own want of caution.
17 July -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayer run over and killed near Westbury from his own want of caution.
31 July -	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Pilning.
31 July -	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Hayes.
6 Aug. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Ganger run over and killed from his own want of caution, near Hayes.
13 Aug. -	- ditto -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at a level crossing near Longhope.
14 Aug. -	- ditto -	-	-	-	-	-	-	-	-	-	-	-	1	-	-	Trespasser injured by a train near Ove Junction.
15 Aug. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Packer run over and killed near Handborough.
28 Aug. -	- ditto -	-	-	-	-	-	-	-	-	-	-	-	1	-	-	Trespasser badly injured by a train near West Bromwich.
3 Sept. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Packer killed in incautiously attempting to enter a train in motion at Box.
4 Sept. -	- ditto -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at a level crossing near Wheatley.
6 Sept. -	- ditto -	-	5	-	-	-	-	-	-	-	-	-	-	-	-	Collision between a passenger train and some goods waggons at Ports Rewitt Pier. Five passengers injured.
9 Sept. -	- ditto -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Porter run over and seriously injured near Dorchester from his own want of caution.
13 Sept. -	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Calham.
22 Sept. -	- ditto -	-	-	-	-	-	-	-	-	-	-	-	-	1	-	Person engaged to watch some trees near the line, near Reading, found dead upon the railway.
24 Sept. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter at Carmarthen run over and killed from his own want of caution.
2 Nov. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	A lad (clerk in company's service) run over and killed at Chipping Norton from his own want of caution.
3 Nov. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Foreman porter run over and killed at Ship-ton through his own want of caution.
5 Nov. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayer supposed to have been run over and killed by a train near Ledbury.
6 Nov. -	- ditto -	-	-	-	-	-	-	-	-	-	-	-	1	-	-	Trespasser knocked down and slightly injured by a train at Langley Green.

RETURN RELATIVE TO RAILWAY ACCIDENTS.

7

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1860 :																
23 Nov. -	Great Western— <i>cont'd.</i>	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed at Uxbridge.
25 Nov. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayr run over and killed at Malvern from his own want of caution.
27 Nov. -	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Foreman porter knocked down by a tra in at Bramley Siding from his own want of caution, and slightly injured.
28 Nov. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Pem-brey.
7 Dec. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Tyre of a wheel of a second-class carriage flew off when near Bowdesley Junction. No person injured.
8 Dec. -	- ditto - - -	-	4	-	-	1	2	-	-	-	-	-	-	-	-	Collision at Cradley Station between a passenger train and a goods train. Fireman of passenger train killed, four passengers, the driver of the passenger train and the fireman of the goods train injured.
9 Dec. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Bath.
11 Dec. -	- ditto - - -	-	-	-	-	1	-	-	-	-	-	-	-	-	-	Guard thrown from a coal waggon and killed, but not from his own want of caution.
11 Dec. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1*	-	-	-	* Trespasser (suicide) run over and killed near Ross.
16 Dec. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	1	-	-	Trespasser run over and injured on the Amman Branch.
18 Dec. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed at Stour-bridge.
20 Dec. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed at Weymouth.
22 Dec. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Swindon.
23 Dec. -	- ditto - - -	-	-	-	1	-	-	-	-	-	-	-	-	-	-	Passenger had his head injured in alighting from a train in motion at Bridgenorth.
24 Dec. -	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Person getting over a fence at Wilkes Level Crossing, near Horsehay, fell, and broke his neck.
24 Dec. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayr run over and killed near Pershore.
26 Dec. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Abingdon.
29 Dec. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter at Chester Station run over and killed from his own want of caution.
29 May -	Hexham and Allendale	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Engine of a passenger train got off the rails whilst passing over facing points at the Catton-road Terminal Station. No person injured.
7 Jan. -	Lancashire and York-shire.	-	2	-	-	-	-	-	-	-	-	-	-	-	-	Collision near Bury Station, between a passenger train and some waggons, which had become detached from a goods train. Two passengers slightly injured.
7 Mar. -	- ditto - - -	-	3	-	-	-	-	-	-	-	-	-	-	-	-	Part of a passenger train ran on the wrong line at the Todmorden Junction. Three passengers injured.
17 Mar. -	- ditto - - -	-	2	-	-	-	-	-	1	-	-	-	-	-	-	Collision near Lockwood Station, between a passenger train and a goods train. Two passengers and the guard of the passenger train slightly injured.
28 May -	- ditto - - -	-	6	-	-	-	-	-	-	-	-	-	-	-	-	Collision near the Salford Station, between a passenger train and a goods train. About six passengers shaken.
9 July -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Passenger train got off rails at Springwood Junction. No person injured.

RETURN RELATIVE TO RAILWAY ACCIDENTS.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Trespassers.		Miscellaneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1869: 17 July -	Lancashire and Yorkshire—continued.	-	3	-	-	-	2	-	-	-	-	-	-	-	-	Collision at Lostock Hall Junction, between an excursion train and a goods train. Three passengers and the fireman, and one of the guards of the excursion train injured.
24 July -	- ditto - - -	-	4	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Clifton Junction, between a passenger train and an engine. Four passengers injured.
4 Aug. -	- ditto - - -	-	5	-	-	-	-	-	-	-	-	-	-	-	-	Collision near Bolton Station, between a passenger train and an engine. Five passengers injured.
31 Aug. -	- ditto - - -	-	18	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Shaw Station, between two excursion trains. Eighteen passengers injured.
23 Sept. -	- ditto - - -	-	6	-	-	-	-	-	-	-	-	-	-	-	-	Collision between two passenger trains at Sowerby Bridge Station. Six passengers slightly injured.
30 Sept. -	- ditto - - -	-	6	-	-	-	-	-	-	-	-	-	-	-	-	Collision between an excursion train and a goods train at the Lostock Junction. Six passengers injured.
27 Oct. -	- ditto - - -	-	16	-	-	-	1	-	-	-	-	-	-	-	-	Collision between a passenger train and a goods train at Willowbank Sidings, near Barnsley. Sixteen passengers and the guard of the passenger train injured.
2 July -	Llanelli Railway and Dock.	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Child trespassing crushed to death between platform and carriages at Llanelli Dock.
24 July -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed between Llandilo Bridge and Golden Grove Station.
14 Aug. -	- ditto - - -	-	1	-	-	-	-	-	-	-	-	-	-	-	-	Passenger carriage got off the rails near Llanelli Docks Station, and came into collision with a truck on an adjoining siding. One passenger injured.
16 Oct. -	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at a private level crossing near Derwydd Station.
27 Nov. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed between Garnant and Brynamman Stations.
7 Dec. -	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at the public level crossing at Golden Grove Station.
7 Jan. -	London and North Western.	-	6	-	-	-	-	-	-	-	-	-	-	-	-	Collision between an engine and a passenger train at Camden Telegraph Station, in consequence of the points being held in the wrong direction. Six passengers slightly injured.
29 Jan. -	- ditto - - -	-	2	-	-	-	-	-	-	-	-	-	-	-	-	Train got off the line near Talycafn. Two passengers slightly injured. Accident was caused by a heavy flood undermining the railway.
30 Mar. -	- ditto - - -	-	1	-	-	-	-	-	-	-	-	-	-	-	-	Collision near the Bedford Leigh Station between a passenger train and an engine. One passenger injured.
15 May -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Wigan Station from a carriage about to be attached running violently into the train. Some passengers shaken, but the number cannot be ascertained. No claims have been made for compensation.
19 May -	- ditto - - -	-	8	-	-	-	-	-	-	-	-	-	-	-	-	Collision between a passenger train and an engine at the Avenue Station, Leamington. About eight passengers shaken or bruised.
21 May -	- ditto - - -	-	9	-	-	-	-	-	1	-	-	-	-	-	-	Collision near Heaton Norris Junction between a passenger train and an engine. Nine passengers and driver of passenger train injured.
4 June -	- ditto - - -	-	3	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Sutton Oak Station between a passenger train and a shunting engine. Three passengers shaken.

RETURN RELATIVE TO RAILWAY ACCIDENTS.

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Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Tree-passers.		Miscellaneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1869: 7 June -	London and North Western—continued.	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger killed by his head coming in contact with the bridge over the Bridgewater Canal, near the Broadheath Station, whilst incautiously looking out of the window. The distance between the window and the part of the bridge with which the deceased came in contact was only 13½ inches.
12 June -	- ditto - - -	-	1	-	-	-	1	-	-	-	-	-	-	-	-	Collision at St. Helens Station between a passenger train and an engine. One passenger and driver of passenger train injured.
16 July -	- ditto - - -	-	2	-	-	-	-	-	-	-	-	-	-	-	-	Collision in the Colwyn Tunnel between a passenger train and a preceding goods train. Two or three passengers injured.
17 July -	- ditto - - -	1	9	-	-	-	2	-	-	-	-	-	-	-	-	Collision at the Winsford Station between an excursion train and a coal train. One passenger killed and nine injured. Two servants of the company injured.
30 July -	- ditto - - -	-	3	-	-	-	1	-	-	-	-	-	-	-	-	Collision at Broadheath Station between a passenger train and a goods train. Three passengers and the guard of the passenger train injured.
2 Sept. -	- ditto - - -	-	20	-	-	-	-	-	-	-	-	-	-	-	-	Excursion train ran into the Windermere Station at too great speed, and came into violent collision with fixed buffers in a siding. Twenty passengers injured.
6 Sept. -	- ditto - - -	-	15	-	-	-	3	-	-	-	-	-	-	-	-	Collision at Garston Dock Junction, on the London and North Western Railway, between a coal train belonging to the London and North Western Railway Company and a passenger train belonging to the Cheshire Lines Joint Committee, in consequence of points being set wrong. Fifteen passengers and the driver, fireman, and guard of the passenger train injured.
9 Sept. -	- ditto - - -	-	7	-	-	-	-	-	-	-	-	-	-	-	-	Slight collision at the Atherton Station between a passenger train and two waggons, which had become detached from an engine. Seven passengers slightly shaken.
10 Sept. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter crushed to death at Heaton Norris Station, whilst incautiously coupling waggons.
16 Sept. -	- ditto - - -	-	1	-	-	-	9	-	-	-	-	-	-	-	-	Collision at Blisworth between the up limited mail train and part of a goods train, which was being shunted. One passenger and six Post-office officials injured. The under guard, driver, and fireman of the mail train were also injured.
20 Sept. -	- ditto - - -	-	5	-	-	-	1	-	-	-	-	-	-	-	-	Collision at Bletchley Station between two passenger trains. About five passengers and an acting guard slightly injured.
21 Oct. -	- ditto - - -	-	11	-	-	-	1	-	-	-	-	-	-	-	-	Collision at Hyde Road, near Longsight, between a passenger train and a goods train. Eleven passengers and the driver of the passenger train injured.
21 Nov. -	- ditto - - -	-	3	-	-	-	2	-	-	-	-	-	-	-	-	Collision between a passenger train and a coke train at Cox Crossing, situate between Golcar and Strathwaite. Three passengers and guard of passenger train injured. Breaksman of coke train also injured.
13 Nov. -	- ditto - - -	-	1	-	-	-	-	-	-	-	-	-	-	-	-	Collision between a London and North Western passenger train and a Great Western coal train, between the Craven Arms and Marsh Brook Stations, on the Shrewsbury and Hereford Line. One passenger shaken.
25 Nov. -	- ditto - - -	-	8	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Ditton between a London and North Western passenger train and a Great Northern goods train. Eight passengers shaken.
7 Dec. -	- ditto - - -	-	1	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Wigan Station between a passenger train and some cattle waggons. One passenger shaken.

RETURN RELATIVE TO RAILWAY ACCIDENTS.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Trespassers.		Miscellaneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1869:																
17 Dec.	London and North Western—continued.	-	20	-	-	-	-	-	-	-	-	-	-	-	-	Collision between a passenger train and a goods train between Greenfield and Mossley. Twenty passengers injured.
17 Dec.	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Platelayer struck by a goods train, and severely injured, whilst incautiously walking on the line near Greenfield.
18 Dec.	- ditto - - -	-	14	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Warrington between a passenger train and a goods train. Fourteen passengers injured.
27 Dec.	- ditto - - -	-	4	-	-	-	-	-	-	-	-	-	-	-	-	Collision near Brownhills Station between a passenger train and a coal train. Four passengers injured.
5 Jan.	London and South Western.	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Liphook Station.
30 Jan.	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at a public footpath level crossing on the line between Teddington and Hampton Wick.
12 Feb.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	1	-	Farm servant in charge of a cart removing goods from Esher Station, struck by a train and killed.
15 Feb.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Winchester.
4 Mar.	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Porter crushed to death between buffers whilst incautiously shunting trucks at the Romsey Station.
5 Mar.	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger incautiously alighting from a train in motion at the Clapham Junction Station, fell between the train and the platform, and was killed.
26 Mar.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Passenger train ran into the Gosport Station at too high a rate of speed, and came into collision with some empty carriages. No person injured.
27 Mar.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayer run over and killed at Waterloo Station, from his own want of caution.
30 Mar.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed at the Yeoford Station on North Devon line.
12 April	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayer struck by a train and killed between Brentford and Turnham Green from his own want of caution.
13 April	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Foreman porter run over and killed at Nine Elms Goods Yard from his own want of caution.
30 April	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of company fell from an engine in Sutton Bingham Station from his own want of caution, and killed.
1 June	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Ganger of platelayers run over and killed near Winchfield, from his own want of caution.
10 June	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1*	-	-	-	* Trespasser (suicide) run over and killed on the Weymouth and Portland line.
16 June	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Porter fell under wheels whilst incautiously shunting waggons at Kingston Station. Leg crushed.
22 June	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter at Winchfield run over and killed whilst incautiously uncoupling horse boxes.
9 July	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of Electric Telegraph Company run over and killed near Teddington Station, from his own want of caution.
2 Aug.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed between Chard Road and Axminster Stations.
17 Sept.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Wraybury Station.
3 Sept.	- ditto - - -	-	4	-	-	-	-	-	-	-	-	-	-	-	-	Collision on North Devon Line at Fremington between a passenger train and a goods train. Four passengers slightly injured.
2 Sept.	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Porter attempting to get upon an engine in motion at Nine Elms Goods Yard, fell and had his arm crushed by the wheels.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Trespassers.		Miscellaneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1869:																
29 Sept. -	London and South Western—continued.	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed at Chertsey Station.
6 Dec. -	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at an occupation level crossing near Twickenham Station.
15 Dec. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Brentford Station between a passenger train and some goods waggons. No person injured.
17 Dec. -	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger run over and killed whilst incautiously crossing the line at the Wimborne Station.
17 Dec. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser struck by a train and severely bruised at Weybridge Station.
23 Dec. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter at Portsmouth Station fell under wheels whilst incautiously shunting carriages. Arm crushed.
30 Dec. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Eggesford Station.
3 Jan. -	London, Brighton, and South Coast.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Engine of a passenger train got off the rails near Streatham Junction. No person injured.
18 Jan. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelay struck by a train and killed whilst incautiously standing on the line.
27 Jan. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser had his leg broken at Hayward's Heath Station, by a bundle of leather falling down the platform steps.
31 Jan. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Travelling porter run over and killed through his own want of caution.
4 Feb. -	- ditto - - -	-	1	-	-	-	-	-	-	-	-	-	-	-	-	In consequence of a train not being drawn up opposite the platform, some planks were laid to enable passengers to reach the train. A lady was pushed off the plank, and broke her arm.
14 Feb. -	- ditto - - -	-	1	-	-	-	-	-	-	-	-	-	-	-	-	Passenger had his finger slightly injured in consequence of the breaking of a carriage window strap.
16 Feb. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter at Caterham Junction Station caught between waggon and the wall whilst incautiously shunting waggons, and severely injured.
23 Feb. -	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger run over and killed whilst incautiously crossing the line at Southwick Station.
12 Mar. -	- ditto - - -	-	2	-	-	1	-	-	-	-	-	-	-	-	-	Collision at the Victoria Station, between a passenger train and an engine. Two passengers severely injured. The guard of the passenger train had his thigh broken.
13 Mar. -	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger had his thumb pinched between the door and framework of a carriage, through his own want of caution.
16 Mar. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of company fell from a truck in motion from his own want of caution, and injured his arm.
18 Mar. -	- ditto - - -	-	-	-	-	-	-	1	4	-	-	-	-	-	-	One platelayer killed and four injured through their own misconduct. These platelayers were in two trollies, and improperly caught hold of the buffer of a passenger train at Greyhound Lane Station. On arriving at Harbury Crossing they let go their hold, and a wheel of the foremost lorry breaking, threw both off the rails, causing death to one, and injuries to four of the platelayers.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Trespassers.		Miscellaneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1869 :																
19 Mar. -	London, Brighton, and South Coast— <i>continued.</i>	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Porter knocked down by a train near Queen's Road Station, from his own want of caution. Arm broken.
20 Mar. -	- ditto - - -	-	-	-	-	-	-	-	-	-	1	-	-	-	-	Struck by a train and severely injured whilst crossing at the level crossing near the Greenwich Arches.
20 Mar. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser found dead on the line near the Berwick Station, with crushed ankle.
6 April -	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Child run over and killed at the level crossing at Horley Station.
4 June -	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at a level crossing, about a mile to the south-west of the Billingshurst Station.
7 June -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayr run over and killed near Spa Road Station, from his own want of caution.
9 June -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1*	-	-	-	* Trespasser (suicide) run over and killed at Brighton Station.
18 June -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Person (name unknown) run over and killed on the line near Wandsworth Station.
23 June -	- ditto - - -	-	357	-	-	-	3	-	-	-	-	-	-	-	-	Collision. Goods train ran into a passenger train at New Cross Station. Three hundred and fifty-seven passengers, two ticket collectors, and a porter injured.
30 June -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayr run over and killed, from his own want of caution, near the Crystal Palace.
2 Aug. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser killed near Eridge.
18 Aug. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1*	-	-	-	* Trespasser (suicide) laid himself down in front of an approaching train near Waddon, and was run over and killed.
2 Sept. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1*	-	-	-	* A man (trespasser) committed suicide by throwing himself down on the rails near Kemp Town Station, in front of an approaching train.
4 Sept. -	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Labourer in company's service struck by a train, and had some of his ribs fractured, whilst incautiously crossing the line near Balham Station.
6 Sept. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Foreman platelayr run over and killed at Croydon, from his own want of caution.
11 Sept. -	- ditto - - -	-	-	-	-	-	-	-	-	-	1	-	-	-	-	Girl run over by a train and severely injured, whilst crossing at a wicket level crossing at Billingshurst Station.
25 Oct. -	- ditto - - -	-	4	-	-	-	1	-	-	-	-	-	-	-	-	Collision at Stewart's Lane Junction, on the London, Brighton, and South Coast Railway, between a passenger train belonging to the London and North Western Railway Company, and a goods train belonging to the Midland Railway Company. Four passengers and guard of the passenger train injured.
20 Nov. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Goods porter at Midhurst run over and killed, from his own want of caution.
7 Dec. -	- ditto - - -	-	-	-	-	3	-	-	-	-	-	-	-	-	-	Three platelayers in the service of the South Eastern Railway Company killed. The London, Brighton, and South Coast Railway Company state in their official return, that the "platelayers were standing on the Brighton down main line, clear of a running North Kent up-train, the steam from the engine of which so covered them, that not seeing, and unseen, they were run over by a Brighton engine travelling from London Bridge to New Cross," and that the accident was "beyond the control of the persons injured."

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		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1869 : 16 Dec.	London, Brighton, and South Coast— <i>continued.</i>	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Ticket collector incautiously attempting to get upon the step of a carriage at Clapham Junction whilst the train was in motion, fell between the carriage and the platform, and was killed.
5 April	London, Brighton, and South Coast, and London and South Western Joint Line at Portsmouth.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Gatekeeper at Portsmouth run over and killed from his own want of caution.
19 April	London, Chatham, and Dover.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Foreman platelayer knocked down and killed near Farningham Station.
22 June	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Penge-road Station.
23 June	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger killed in incautiously getting out of a train in motion at Bickley Station.
25 June	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger run over and killed at Clapham Station from his own want of caution.
17 July	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Female passenger, aged 15, killed from jumping out of a train in full motion whilst passing Rainham Station.
28 July	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	1	-	-	Trespasser injured by an engine at Waterlane foot crossing, near Sittingbourne.
29 July	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayer run over and killed from his own want of caution at Blackfriars Junction.
29 July	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayer knocked down and killed at Bush Bank from his own want of caution.
4 Aug.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	1	-	-	Trespasser run over between Brixton and Herne Hill. Arm and leg amputated.
23 Sept.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Railway policeman run over and killed by a train at Wandsworth Road from his own want of caution.
25 Sept.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Stewarts-lane Junction.
25 Sept.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser killed between York-road and Wandsworth-road Stations.
20 Oct.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	1	-	-	Trespasser run over at Brixton Station. Legs crushed, and afterwards amputated.
11 Jan.	Llynvi and Ogmore -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Pyle.
24 April	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Boy employed at coke ovens at Tynewydd Siding run over and killed from his own want of caution.
16 June	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Labourer crushed to death between truck and wall whilst incautiously moving trucks in a coal siding on the Ely Valley Section.
1 April	Manchester, Sheffield, and Lincolnshire.	-	8	-	-	-	3	-	-	-	-	-	-	-	-	Express passenger train ran into siding at the Victoria Station, Sheffield, through points being wrong, and came into collision with an empty train. Eight passengers, the driver and guard of the express train, and the fireman of the empty train, injured.
14 Aug.	- ditto - - -	-	22	-	-	-	-	-	-	-	-	-	-	-	-	Slight collision between a passenger train and some waggons near Cooke's Siding, Tinsley. Twenty-two passengers slightly injured.
13 Dec.	- ditto - - -	-	6	-	-	-	-	-	-	-	-	-	-	-	-	Part of a mixed mineral and passenger train got off the rails, and went over a bridge near Northorpe Station. Six passengers injured.
8 April	Manchester Junction Altrincham. South and	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.

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		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1869 : 27 April -	Manchester South Junction and Altrincham—continued.	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
16 July -	- ditto - - -	-	15	-	-	-	-	-	-	-	-	-	-	-	-	Collision near the Old Trafford Station between a London and North Western passenger train and a cattle train. Fifteen passengers injured.
27 July -	- ditto - - -	-	-	-	-	1	-	-	-	-	-	-	-	-	-	Platelay struck by a travelling crane which was being removed at Old Trafford, and killed.
10 Feb. -	Maryport and Carlisle.	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Brayton Station.
8 June -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Bullgill Station.
2 Aug. -	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Porter at Wigton Station fell and had his leg broken by a waggon wheel passing over it.
9 Dec. -	- ditto - - -	-	-	-	-	-	-	-	11	-	-	-	-	-	-	Collision between a ballast train and a mineral train between Aspatria and Bullgill Stations. Eleven platelayers in the ballast train injured. The company state in their return of the accident that the platelayers were injured through their own want of caution.
12 Mar. -	Mawddwy - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Stoker run over and killed whilst incautiously shunting trucks at Mawddwy Station.
28 Jan. -	Metropolitan - - -	-	3	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Baker-street Junction between a passenger train and an empty engine. Three passengers injured.
29 Jan. -	- ditto - - -	-	16	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Portland-road Station between two passenger trains. Sixteen passengers injured.
2 April -	- ditto - - -	-	2	-	-	-	-	-	-	-	-	-	-	-	-	Passenger train ran at too great speed into the Westminster Station of the Metropolitan District Railway, worked by the Metropolitan Railway Company. Two passengers slightly injured.
4 Jan. -	Midland - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelay run over and killed near Harpenden from want of caution.
15 Jan. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	1	-	Boy run over and killed whilst crossing at Hathern Station.
21 Jan. -	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at a public level crossing at Keighley.
21 Jan. -	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Porter had his foot injured in jumping from an engine near Chesterfield.
22 Jan. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Fireman killed in attempting to get upon an engine in motion at Kentish Town.
25 Jan. -	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Carman in company's employ run over whilst incautiously crossing the line near St. Pancras Station. Both feet and one hand cut off.
4 Feb. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelay run over and killed from his own want of caution near Normanton.
24 Feb. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Night watchman run over and killed from his own want of caution between Elstree and Mill Hill.
24 Feb. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Labourer in locomotive department run over and killed near Kentish Town from his own want of caution.
5 Mar. -	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at public level crossing at Heanor Junction.

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1869: 25 March -	Midland—continued.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Goods guard run over and killed whilst incautiously crossing the line near Kentish Town Station.
26 March -	- ditto - - -	-	-	-	1	-	-	-	-	-	-	-	-	-	-	Passenger attempting to get into a train in motion at Saltre Station fell between the train and the platform. One leg broken.
1 April -	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Under goods guard knocked down and severely injured whilst incautiously crossing the line at Nottingham.
9 April -	- ditto - - -	-	10	-	-	-	-	-	-	-	-	-	-	-	-	Collision between an express passenger train and a single engine at Wellingborough Station. Ten passengers injured.
9 April -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelay knocked down by a train and killed near Kegworth from his own want of caution.
13 April -	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at a public level crossing at the Earby Station.
3 May -	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Goods guard run over and severely injured by a train near Harlington from his own want of caution.
4 May -	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Boy run over and killed at the public level crossing at the Heanor Junction.
21 May -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Superintendent in works department run over and killed near Forge Mills from his own want of caution.
2 June -	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger run over and killed whilst in cautiously crossing the line at Bingley Station. Had been warned not to cross.
9 June -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Collision at the Woodlesford Station between a Midland passenger train and a Lancashire and Yorkshire passenger train. No person injured.
12 June -	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger without a ticket, killed in attempting to get upon a waggon in motion in the Holbeck Station.
26 June -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelay run over and killed near the Belper Station from his own want of caution.
7 July -	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at a public level crossing at Helpstone.
9 July -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1*	-	-	-	* Trespasser (suicide). A man laid himself down on the rail near the Hunslet sidings, and was run over and killed.
13 July -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Rawmarsh Station.
24 July -	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger got through a window of a third-class carriage in an excursion train when passing through the Haddon Tunnel, and falling under the wheels, was run over and killed.
31 July -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Bromsgrove.
11 August -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1*	-	-	-	* Trespasser in an unsound state of mind, committed suicide by placing himself on the rails in front of an approaching train.
9 Oct. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelay run over and killed near Rawmarsh Station from his own want of caution.
9 Oct. -	- ditto - - -	7	11	-	-	1	-	-	-	-	-	-	-	-	-	Collision between a mail train and an excursion train at Long Eaton Junction. Seven passengers in the excursion train killed, and eleven injured. One guard in the excursion train injured.

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1869 : 22 Oct. -	Midland—continued.	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at the Utley level crossing.
23 Oct. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	1	-	Number taker in service of Staveley Iron Company run over and killed whilst incautiously crossing the line at Staveley.
10 Nov. -	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Knocked down and severely injured by a train at a footcrossing, about 150 yards on the south side of the Long Eaton Station.
17 Nov. -	- ditto - - -	-	3	-	-	-	-	-	-	-	-	-	-	-	-	Collision between a passenger train and a ballast train near the Sawley Junction. Three passengers injured.
9 Dec. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Collision near Burton Joyce between a mail train, and part of a goods train belonging to the Manchester, Sheffield, and Lincolnshire Railway Company, conveying baulks of timber, which had got off the rails and blocked the line, in consequence of a waggon axle breaking. No person injured.
1 July -	Monmouthshire -	-	6	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Ebbw Vale between a passenger train and a mineral train. Six passengers injured.
13 July -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	1	-	Woman who had accompanied some passengers to the Cwmbran Station, was afterwards run over and killed whilst improperly crossing the line.
8 Nov. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed at Newport.
14 Dec. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	1	-	-	Boy five years old run over whilst trespassing on a siding at Risca. Hand and foot crushed.
6 Dec. -	Neath and Brecon -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
18 Jan. -	North and South Western Junction.	1	6	-	-	1	-	-	-	-	-	-	-	-	-	Collision between two North London passenger trains near Acton, at the Junction with the South Western Richmond Extension. Seven passengers and a guard injured. One of the passengers died afterwards.
13 Feb. -	North Eastern -	-	8	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Thinford Junction near Ferryhill, from an engine running violently into a passenger train, to which it was about to be attached. Eight passengers injured.
9 May -	- ditto - - -	1	10	-	-	4	-	-	-	-	-	-	-	-	-	Passenger train ran into a siding at Thirsk, through facing points being wrong, and came into violent collision with a goods train. One passenger killed and ten injured. Driver, fireman, and two guards of passenger train injured.
6 July -	- ditto - - -	-	48	-	-	1	-	-	-	-	-	-	-	-	-	Collision near Castle Howard Station, between an excursion train and a goods train. Forty-eight passengers and fireman injured.
13 July -	- ditto - - -	-	3	-	-	2	-	-	-	-	-	-	-	-	-	Passenger train belonging to the Great Northern Railway Company got off the rails at Burton Salmon Junction, in consequence of a bolt in the facing points having fallen out. Three passengers and two guards injured.
2 Aug. -	- ditto - - -	1	-	-	-	-	-	-	-	-	-	-	-	-	-	Last carriage in a passenger train left the rails close to the Gateshead Station, and falling over, killed a passenger who had just jumped from it. Accident caused by the signalman altering the points before the last carriage had passed.

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1869: 12 Aug. -	North Eastern—continued.	-	8	-	-	-	-	-	-	-	-	-	-	-	-	A third-class carriage in a train moving slowly at the Yarm Station, got off the rails at some points, and fell over on its side. Eight passengers injured.
1 Sept. -	- ditto - - -	1	1	-	-	-	1	-	-	-	-	-	-	-	-	Collision between a passenger train and a mixed coal and cattle train at Strensall Station. A cattle dealer riding in the van at the rear of the coal train killed. One other passenger, and the guard of the passenger train, were injured.
16 Oct. -	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger getting out of a train in motion at the ticket platform, Newcastle, fell under the wheels and was killed.
22 Oct. -	- ditto - - -	-	26	-	-	2	-	-	-	-	-	-	-	-	-	Collision on the Bishop Auckland Branch between a passenger train and some run-away coal waggons. Driver and fireman of the passenger train killed, and 26 passengers injured.
8 Nov. -	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Girl aged seven years run over and killed at Castleford level crossing.
11 Nov. -	- ditto - - -	-	-	-	1	-	-	-	-	-	-	-	-	-	-	Passenger in getting out of a train in motion near Bolton Percy Station, fell. Arm and ankle broken.
24 Nov. -	- ditto - - -	-	15	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Filey Station between a passenger train and a coal train. Fifteen passengers injured.
11 Dec. -	- ditto - - -	-	-	-	1	-	-	-	-	-	-	-	-	-	-	Passenger getting out of a train in motion at Walker Station fell between platform and carriage, and had both legs crushed by the wheels. Legs afterwards amputated.
28 Dec. -	- ditto - - -	-	1	-	-	-	6	-	-	-	-	-	-	-	-	Axle of the engine tender in the up-mail train broke when near Dalton Junction. The whole of the train, consisting of eight vehicles, left the rails, but remained on their wheels. One passenger and six post-office clerks injured.
1 Jan. -	North London	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Coal porter in service of company run over and killed at Bow, from his own want of caution.
8 Jan. -	- ditto - - -	-	-	-	1	-	-	-	-	-	-	-	-	-	-	Passenger had his leg broken in alighting from a train in motion at Edgeware-road Station.
14 Jan. -	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger run over and killed at Dalston Station, from his own want of caution.
20 Jan. -	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger killed in incautiously alighting from a train before reaching the Highbury Station platform.
1 Mar. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Inspector of works in company's service run over and killed at Highbury Station, from his own want of caution.
27 Mar. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Caledonian-road.
24 April -	- ditto - - -	-	-	-	1	-	-	-	-	-	-	-	-	-	-	Cattle driver (passenger) fell, from his own want of caution, from a cattle train in motion whilst passing Newington-road Station, and broke his leg.
24 April -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Guard killed in incautiously alighting from a train in motion.
24 Feb. -	North Staffordshire	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Goods guard run over and killed at Cliffe Vale Works, through his own want of caution.
17 May -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Slight collision at Stoke-upon-Trent Station between a passenger train belonging to the London and North Western Railway Company and a van. No person injured.

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		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1869: 11 March-	North Union - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Farmer's wife struck by a train and killed whilst incautiously crossing the line at the Farrington Station level crossing.
15 March-	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter run over and killed whilst incautiously crossing the railway.
2 May -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Gatekeeper run over and killed whilst walking on the line.
7 June -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Pointsman run over and killed whilst incautiously crossing the line.
24 June -	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger killed, it is supposed, from getting out of a train in motion near Euxton.
4 Aug. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	1	-	An engine of the company propelling waggons into a private yard, adjoining the coal yards at Preston, came into violent contact with the arch of a bridge which was only constructed for waggons to pass under. The dome being knocked off, a sudden outburst of steam scalded to death a yardsman in the service of the owners of the yard.
17 Sept. -	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at Leyland Station level crossing.
3 March-	Oldham, Ashton-under-Lyne, and Guide Bridge Junction.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Goods guard run over and killed at Oldham from his own want of caution.
3 July -	Potteries, Shrewsbury, and North Wales.	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at Llwyntidman occupation level crossing.
29 July -	Preston and Longridge Joint Committee.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Train laden with stones running down an incline by its own gravity at too great speed into the Deepdale stone yard at Preston, forced its way through the yard and broke down part of a cottage. No person injured.
7 Aug. -	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Engine driver incautiously attempting to stop some waggons in motion at Deepdale Junction, had his foot crushed by wheels. Part of foot afterwards amputated.
6 March-	Preston and Wyre -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser crushed between goods train and an engine in a goods siding at Fleetwood Station. Died on the third day after the accident.
9 Sept. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Goods yard inspector run over and killed, whilst incautiously standing on the line.
25 Nov. -	- ditto - - -	-	3	-	-	-	3	-	-	-	-	-	-	-	-	Collision near Lytham Junction between a passenger train and a coal train. Three passengers, the breaksman of the goods train, fireman, and guard of passenger train injured.
3 Dec. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayer run over and killed at the junction with the Lancaster and Carlisle Railway, from his own want of caution.
21 April -	Rhydney - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Fireman killed in attempting to get upon an engine in motion at Rhydney.
14 Oct. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Goods guard fell from his train whilst in motion near Bargoed, and was killed.
26 Jan. -	South Eastern -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Goods guard engaged in shunting operations at Paddock Wood Station had his foot crushed by wheels through his own want of caution. Died shortly afterwards.

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		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1869: 7 Feb.	South Eastern—contd.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Goods breaksman incautiously riding on the step of his break came in contact with a gauge post, and falling under the wheels was run over and killed.
17 Feb.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser on the Greenwich line run over and killed.
6 April	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Carpenter in service of the company run over and killed whilst working incautiously on the line near Waterloo Junction.
7 June	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Goods porter at Margate Station crushed to death between waggon and wall from his own want of caution.
8 June	- ditto - - -	-	-	-	-	1	-	-	-	-	-	-	-	-	-	Engine driver, whilst turning his engine on a turntable, received such severe injuries, in consequence of another engine coming in contact with it, that death ensued.
12 July	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger (gunner in the Royal Artillery) killed in imprudently getting out of a train in motion at New Cross Station.
28 July	- ditto - - -	-	8	-	-	-	1	-	-	-	-	-	-	-	-	Two carriages of a passenger train got off the rails when passing over points at the Borough Market Junction. About eight passengers and the guard injured.
2 Aug.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Fireman of goods train fell from his engine near Seven Oaks Station, and was killed.
10 Aug.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Carman in company's service crushed to death between buffers whilst incautiously shunting trucks at Reading.
6 Sept.	- ditto - - -	-	-	-	1	-	-	-	-	-	-	-	-	-	-	Passenger incautiously alighting from a train in motion at Woolwich Arsenal Station, fell and had his right foot so severely injured by the wheels as to require amputation.
25 Sept.	- ditto - - -	-	-	-	1	-	-	-	-	-	-	-	-	-	-	Passenger alighting from a train in motion at New Cross Station, fell between carriage and platform, and was severely injured.
28 Sept.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1*	-	-	-	* Trespasser (suicide). A man threw himself in front of an approaching train between Chislefield and Orpington, and was run over and killed.
4 Oct.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed in Wadhurst Tunnel.
13 Oct.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Wellington College Station.
11 Nov.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayer run over and killed between Spa Road Station and Corbetts Lane Signals, from his own want of caution.
12 Nov.	- ditto - - -	-	2	-	-	-	-	-	-	-	-	-	-	-	-	Engine of a passenger train and one carriage got off the rails at a pair of points, when entering the Charing Cross Station. Two passengers slightly injured.
17 Nov.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Labourer in South Eastern Company's service run over and killed by an up Croydon train, whilst incautiously signalling-trains near Spa Road Station during a dense fog.
25 Nov.	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at the level crossing at New Beckenham Station.

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		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1869: 30 Nov. -	South Eastern— <i>contd.</i>	-	-	-	1	-	-	-	-	-	-	-	-	-	-	Passenger fell from his own want of caution from the platform at Hoxton, and was run over by a train. Thigh broken, and hand injured.
30 Nov. -	- ditto - - -	-	-	-	1	-	-	-	-	-	-	-	-	-	-	Passenger fell from his own want of caution from the platform at Charlton Station, and was run over by a train. Left leg crushed, and afterwards amputated, and right leg much injured.
24 Dec. -	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger run over and killed from incautiously alighting from a train in motion at Tonbridge Station.
21 Jan. -	Stafford and Uttoxeter	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed between Stowe and Weston.
13 July -	Stamford and Essendine.	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser (a child 2½ years old) run over and killed on the Sibson Extension Branch.
30 Jan. -	Taff Vale - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger at the Junction with the Rhymney Railway, at the Walnut Tree Bridge Station, killed whilst incautiously crossing the line.
26 Jan. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Goods porter run over and killed whilst incautiously shunting a goods truck at Cardiff.
29 Jan. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Mineral train guard run over and killed whilst imprudently uncoupling waggons in motion near Adare Colliery Siding.
6 April -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Carpenter in service of the company run over and killed near Penarth Docks, from his own want of caution.
23 Oct. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed at Cardiff.
19 Nov. -	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Breaksman run over at Cardiff, from his want of caution. Foot amputated.
30 Nov. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Goods guard fell from tender in a siding at Penarth, and was run over and killed.
13 May -	Vale of Towy - - (Leased to Llanelli and London and North Western Railway Companies.)	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of company run over and killed, from his own want of caution, at Llanwrda Station.
15 May -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter at Llandovery Station crushed to death between truck and wall of goods shed, through his own want of caution.
29 May -	Whitehaven, Cleator, and Egremont.	-	7	-	-	-	-	-	-	-	-	-	-	-	-	Passenger train ran through a siding and off the line at Branthwaite Station, in consequence of the points being set wrong. Seven passengers injured.
27 Nov. -	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Servant of company fell from waggons whilst incautiously shunting at Cleator Moor. Foot injured.
31 Dec. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over near Moor Row Station. Died a few days after the accident.
TOTAL for England and Wales - }		15	891	20	15	16	68	97	43	23	3	73	16	8	1	

SCOTLAND.

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		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1869 : 1 Oct. -	Aberdeen Joint Station	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter incautiously fastening luggage on roof of a carriage in the Aberdeen Joint Station, fell, and was killed.
13 Jan. -	Caledonian - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Pointsman run over and killed, near Wishaw, from his own want of caution.
14 Jan. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Waggon greaser crushed between waggons at West Street Junction, Glasgow, from his own want of caution. Died the day after.
3 Feb. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Breaksman run over and killed at the Carstairs Station, from his own want of caution.
17 Feb. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Fireman run over and killed near Wishaw Station, from his own want of caution.
18 Feb. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayr struck by a train, and killed, whilst incautiously standing on the Viaduct, near Port Glasgow Goods Depôt.
9 Mar. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed, between Rosemount Crossing and Blairgowrie.
13 Mar. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of Company run over and killed whilst incautiously crossing the Line at Stepp Road Station.
15 April -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	1	-	Servant of Coal Merchant run over and killed in Paisley Mineral Station, from his own want of caution.
4 May -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayr run over and killed whilst working incautiously on the line near Auchterarder.
1 June -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Breaksman run over and killed whilst incautiously shunting waggons in Dalmarnock Mineral Depôt.
4 June -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayr run over and killed whilst working incautiously on the line between Elvanfoot and Abington Stations.
24 June -	- ditto - - -	-	-	-	-	-	1	-	-	-	-	-	-	-	-	Collision near Auchterarder between a goods train and a following engine; breaksman of goods train injured.
3 July -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayr run over and killed near Braidwood Station, whilst incautiously sitting on the line.
23 July -	- ditto - - -	-	5	-	-	-	1	-	-	-	-	-	-	-	-	Coupling of waggon in a passenger train broke when backing into the Blairgowrie Station, and part of the train came into collision with an engine which was standing on the line. Five passengers and guard received contusions.
22 July -	- ditto - - -	-	2	-	-	-	-	-	-	-	-	-	-	-	-	Collision between a passenger train and an engine at Holytown Junction. Two passengers injured.
34 July -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed between West Ferry and Dundee East.
1 Aug. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser struck by a train and killed near Coupar Angus.

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1869 : 27 Aug. -	Caledonian—continued	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter run over and killed in attempting to get upon a train in motion at Longfor-gan Station.
10 Sept. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Breaksman crushed to death whilst incautiously uncoupling waggons in motion on Holytown Bank.
10 Sept. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed whilst crossing the line at Cambrae Iron Works.
6 Oct. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Engine cleaner run over and killed from his own want of caution at the Buchanan-street Station.
6 Oct. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Left-hand leading wheel of the engine of the down limited mail train left the rails on the Drumlithie Viaduct, in consequence of the defective state of the permanent way, but after running about half a mile, got on to the rail again.
7 Oct. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Breaksman of goods train run over and killed at Lockerbie Station. Supposed to have occurred from his own want of caution.
9 Oct. -	- ditto - - -	1	3	-	-	-	3	-	-	-	-	-	-	-	-	Collision near the Greenhill Junction between a mixed goods and cattle train, carrying some passengers, and a goods train. One cattle driver (passenger) killed, and three others injured; engine-driver, fireman, and guard injured.
11 Oct. -	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Engine-driver of a goods train fell and was run over whilst incautiously oiling the cylinders near Carlisle Station. Leg cut off.
15 Oct. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Passenger train ran into a siding at Bishopton Station from points being wrong. No person injured.
16 Oct. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter run over and killed in attempting to get upon the engine of a goods train in motion at the Eassie Station.
21 Oct. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayer run over and killed whilst incautiously crossing the line at Dunning Station.
22 Oct. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Cargill Station.
4 Nov. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Fireman run over and killed whilst incautiously uncoupling waggons at Forfar.
5 Nov. -	- ditto - - -	-	9	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Carmyle Station between a passenger train and a mineral train. Nine passengers slightly injured.
10 Nov. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser killed at Addiewell Junction.
15 Nov. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser killed at Stranraer.
18 Nov. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser killed at Bogbrae.
23 Nov. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Garriongill Junction between the down limited mail train and a mineral train. No person injured.
27 Nov. -	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger run over and killed whilst incautiously crossing the rails at Portlethan Station.
6 Dec. -	- ditto - - -	-	3	-	-	-	-	-	-	-	-	-	-	-	-	Collision near Lesmahagow Junction between a passenger train and a goods train. Five passengers injured.

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1869:																
7 Dec.	Caledonian—continued	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Yardman in service of the Company run over and killed whilst incautiously uncoupling waggons in motion at Dundee (East) Station.
9 Dec.	- ditto - - -	-	-	-	-	-	3	-	-	-	-	-	-	-	-	Boiler of a pilot engine of a goods train burst at Stonehaven. Driver and fireman of the pilot engine, and driver of the train engine injured.
14 Dec.	- ditto - - -	-	8	-	-	-	2	-	-	-	-	-	-	-	-	Collision near Greenock Station between a passenger train and an engine and van. Eight passengers, driver of the engine and van, and the front guard of the passenger train injured.
31 Dec.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayer run over and killed whilst incautiously crossing the line at West Calder Station.
31 Dec.	- ditto - - -	-	2	-	-	-	1	-	-	-	-	-	-	-	-	Collision at Lesmahagow Junction, near Motherwell Station, between a passenger train and a mineral train. Two passengers and an inspector in service of the Company injured.
1 Jan.	Glasgow and South Western.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Goods guard run over and killed from his own want of caution, in Dumfries Goods Yard.
15 Feb.	- ditto - - -	-	13	-	-	-	-	-	1	-	-	-	-	-	-	Collision. A mineral train ran into a passenger train which was waiting to get into the Paisley Station. Thirteen passengers (including Secretary of the Company) and the driver of the mineral train injured.
3 Mar.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Company's servant run over and killed whilst incautiously shunting at New Cumnock Station.
16 April	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Company's servant injured whilst incautiously shunting at Johnstone Station; arm amputated.
8 May	- ditto - - -	-	1	-	-	-	1	-	-	-	-	-	-	-	-	Collision at Gretna Green Station, between a passenger train and a goods train. One passenger and fireman of passenger engine injured.
18 June	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Labourer in Company's service run over and killed at Kilmarnock Station, from his own want of caution.
20 Sept.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Woman trespassing at Ayr run over and killed.
19 Oct.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Carriage cleaner at Glasgow killed from his own want of caution.
28 Oct.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Mineral guard fell from his train whilst in motion, at New Cumnock, and was killed.
20 April	Great North of Scotland.	-	-	-	-	-	-	-	-	-	-	-	1	-	-	Girl trespassing on the Formartine section, knocked down and severely injured.
29 July	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Goods guard crushed to death in attempting to couple waggons in motion at Gartly Station.
28 Dec.	- ditto - - -	-	-	-	-	4	1	-	-	-	-	-	-	-	-	Two engines, with a snow plough in frost, engaged in clearing snow at Greenhaugh, got off the rails and rolled down a steep embankment. One driver, two firemen, and chief inspector of permanent way killed, and one fireman slightly injured.

RETURN RELATIVE TO RAILWAY ACCIDENTS.

Date of Accident.	NAME OF RAILWAY COMPANY.		Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Tres- passers.		Miscel- laneous.		NATURE AND CAUSE of ACCIDENT.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1869:																	
13 March -	Highland	- -	-	-	-	-	-	-	-	-	-	-	-	1	-	-	Trespasser injured by a passing train.
29 March -	- ditto -	- -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Pointsman had his foot crushed whilst incautiously coupling cattle-trucks at Tain Station.
4 April -	- ditto -	- -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Ardmore Station.
30 Dec. -	- ditto -	- -	-	-	-	1	-	-	-	-	-	-	-	-	-	-	Passenger attempting to leave a train in motion at the Culloden Station, fell between the train and the platform. Arm crushed, and afterwards amputated.
5 Jan. -	North British	- -	-	8	-	-	-	-	-	-	-	-	-	-	-	-	Caledonian Railway Company's passenger train got off the rails at the Sighthill Junction near Cowlares. Eight passengers slightly injured.
3 April -	- ditto -	- -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed on Monkland Railway.
19 May -	- ditto -	- -	1	-	-	-	-	-	-	-	-	-	-	-	-	-	A girl (passenger), five years old, killed near Croy, in consequence of the door on the off side, against which she was leaning, giving way.
27 May -	- ditto -	- -	-	1	-	-	-	1	-	-	-	-	-	-	-	-	Engine and some waggons in a mixed passenger and goods train got off the rails whilst passing points (which were not properly closed), at a coal siding near Angerton Station. One passenger and the engine-driver slightly injured.
31 July -	- ditto -	- -	-	18	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Portobello Station between a passenger train and a goods train. Eighteen passengers injured.
17 Aug. -	- ditto -	- -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Collision at the Preston Grange siding between a passenger train belonging to the North Eastern Railway Company and some coal waggons belonging to the North British Railway Company. No person injured.
19 Oct. -	- ditto -	- -	-	20	-	-	1	1	-	-	-	-	-	-	-	-	Collision at Niddrie Junction between a special passenger train and a coal train, in consequence of points having been held in the wrong direction. Twenty passengers and guard of passenger train injured, and a guard in the coal train killed.
23 Nov. -	- ditto -	- -	-	4	-	-	-	4	-	-	-	-	-	-	-	-	Collision at Morningside between a passenger train and a mineral train. Four passengers and four servants of the Company slightly injured.
23 Nov. -	- ditto -	- -	-	2	-	-	-	-	-	-	-	-	-	-	-	-	Collision in the Glasgow Tunnel between a passenger train and the two last waggons of a goods train, which had become uncoupled, and got off the rails. Two passengers injured.
6 Dec. -	- ditto -	- -	-	3	-	-	-	-	-	-	-	-	-	-	-	-	A third-class carriage got off the rails at a cross-over road at Kirkintilloch Station, from points being wrong, and was upset. Three passengers injured.
TOTAL for SCOTLAND - - -			2	104	1	1	5	19	26	4	-	-	11	2	1	-	

IRELAND.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Tres- passers.		Miscel- laneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1869 :																
28 April -	Belfast and County Down.	-	-	-	-	-	-	-	-	-	-	-	-	1	-	A cabdriver fell from the platform at the Saintfield Station, and was run over and killed.
23 Oct. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Belfast Station.
14 April -	Belfast and Northern Counties.	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Labourer in engineers' department had thumb of left hand crushed whilst incautiously placing an iron bar on a truck at Belfast Station.
15 April -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Carpenter in Company's service crushed to death between waggons at Belfast Station from his own want of caution.
21 July -	Cork, Blackrock, and Passage.	-	1	-	-	-	-	-	-	-	-	-	-	-	-	Passenger train ran into the Cork Station at too great speed, and came into violent collision with the stop-buffer. One passenger injured.
6 May -	Dublin and Belfast Junction.	-	-	-	-	-	-	-	-	-	-	-	1	-	-	Trespasser injured in the legs by a train whilst trespassing near Portadown.
14 May -	- ditto - - -	-	-	-	-	-	2	-	-	-	-	-	-	-	-	Part of the down night mail train thrown off the line near Portadown from a stone having been maliciously placed on the rail. No passenger injured: but two of the Post Office officials complained of the effects of the shock.
26 June -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayer crushed to death between engine and waggon at Scarva Station from his own want of caution.
13 July -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter at Scarva Station run over and killed from his own want of caution.
4 Oct. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Gatekeeper at Whiterath level crossing run over and killed whilst incautiously crossing the line.
31 Jan. -	Dublin and Meath	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Fireman from his own want of caution fell from his engine. Hand amputated.
6 Feb. -	Dublin, Wicklow, and Wexford.	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser stepped off the platform at Stillorgan Station, and was run over and killed.
22 April -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	1	-	-	Two children trespassing on the line at the Harcourt Terminus, Dublin, knocked down by a goods train. One was killed, and the other badly injured.
26 April -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1*	-	-	-	*Trespasser committed suicide by placing himself in front of a train near Salthill Station.
3 May -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Assistant guard of a goods train run over and killed whilst incautiously shunting waggons at Rathdrum Station.
22 May -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1*	-	-	-	*Trespasser committed suicide by placing himself in front of a train at the Merion level crossing.
23 Aug. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Supposed trespasser run over and killed near Ovoca.
27 Aug. -	Great Southern and Western.	-	21	-	-	-	2	-	1	-	-	-	-	-	-	Excursion train ran violently against fixed buffers at Killarney Station. Twenty-one passengers, engine driver, fireman, and head guard injured. This accident occurred from the misconduct of the driver.
11 Oct. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Maryborough Station.

RETURN RELATIVE TO RAILWAY ACCIDENTS.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Tres- passers.		Miscel- laneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1869 :																
8 Jan. -	Irish North Western	-	6	-	-	1	1	-	-	-	-	-	-	-	-	Passenger train got off the line at a place about three miles from Londonderry; fireman killed, and driver injured. Six passengers said to have been slightly contused or shaken.
6 Feb. -	Midland Great Western, of Ireland.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Engine driver fell off his engine, and was killed, near Athenry Station, from his own want of caution.
12 Mar. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	1	-	Cattle drover, from want of caution, fell off the cattle platform at Northwall, in front of an approaching train, and was killed.
31 Mar. -	- ditto - - -	-	-	-	-	-	1	-	-	-	-	-	-	-	-	Shunter had his leg broken whilst shunting train at Galway. The Company state it happened from causes beyond his control.
9 April -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser fell from a waggon which was being shunted at Athenry and was killed.
29 April -	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Company's servant had his arm broken whilst shunting at Claremorris Station.
30 April -	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Company's servant had his foot crushed by engine wheels at North Wall Terminus, through his own want of caution.
3 May -	- ditto - - -	-	-	-	1	-	-	-	-	-	-	-	-	-	-	Passenger jumped from a train in motion between Clonhugh and Nallyfarnham Stations and had his legs injured.
2 June -	- ditto - - -	-	1	-	-	-	-	-	-	-	-	-	-	-	-	Portion of a mixed cattle and goods train got off rails at Clonsilla Junction. A herd (passenger) accompanying cattle injured.
2 June -	- ditto - - -	-	5	-	-	-	-	-	-	-	-	-	-	-	-	Slight collision near Maynooth, between two cattle trains in which there were some passengers. Five passengers injured.
5 July -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed, near Athenry Station.
5 Oct. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed, at Ash ford.
16 April -	Ulster - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Run over and killed whilst trespassing between Lurgan and Portadown.
4 Dec. -	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger killed in attempting to enter a train in motion, at Portadown.
4 Feb. -	Waterford and Limerick	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed on the line, about three miles from Tipperary.
29 Mar. -	- ditto - - -	-	14	-	-	-	3	-	-	-	-	-	-	-	-	Collision between a passenger train and a goods train, at Glenconnor, near Clonmel, from meeting on the same line of rails. Fourteen passengers and two guards (one in each train) slightly injured. The driver of the goods train was also slightly injured.
21 July -	Waterford and Treamore.	-	-	-	-	-	-	-	-	-	-	1*	-	-	-	*Trespasser (a lunatic) committed suicide by throwing himself in front of an approaching train, near Waterford.
TOTAL FOR IRELAND - -		-	48	1	1	1	9	6	5	-	-	13	2	2	-	

GRAND TOTAL.

	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Trespassers.		Miscellaneous.		TOTAL Killed and Injured.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
TOTAL—																
ENGLAND AND WALES	15	891	20	15	16	68	97	43	23	3	73	16	8	1	252	1,037
SCOTLAND - - -	2	104	1	1	5	19	26	4	-	-	11	2	1	-	46	130
IRELAND - - -	-	48	1	1	1	9	6	5	-	-	13	2	2	-	23	65
GRAND TOTAL - -	17	1,043	22	17	22	96	129	52	23	3	97	20	11	1	321	1,282

The following SUMMARY exhibits the Number of Persons Killed and Injured from all Causes on all the Railways open for Traffic in *England and Wales*, *Scotland*, and *Ireland* respectively, as reported to this Department, during the Year ended 31st December 1869, together with the Total Number Killed or Injured in the previous Year.

DESCRIPTION of PERSONS.	England and Wales.		Scotland.		Ireland.		TOTAL on all Railways during the Year ended 31st Dec. 1869.		TOTAL in 1868.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers Killed or Injured from causes beyond their own control, viz. :—										
From accidents to trains - - -	15	888	1	104	-	48	16	1,040	39	516
From other causes beyond their own control	-	3	1	-	-	-	1	3	1	3
TOTAL - - -	15	891	2	104	-	48	17	1,043	40	519
Passengers Killed or Injured owing to their own misconduct or want of caution - -	20	15	1	1	1	1	22	17	22	6
Total number of passengers Killed or Injured from all causes - - -	35	906	3	105	1	49	39	1,060	62	525
*Servants of company or of contractors Killed or Injured from causes beyond their own control - - -	16	68	5	19	1	9	22	96	19	47
*Servants of company or of contractors Killed or Injured, owing to their own misconduct or want of caution - - -	97	43	26	4	6	5	129	52	64	18
Other persons crossing at level crossings -	23	3	-	-	-	-	23	3	14	3
Trespassers - - -	64	16	11	2	10	2	85	20	41	4
Suicide - - -	9	-	-	-	3	-	12	-	8	-
Miscellaneous - - -	8	1	1	-	2	-	11	1	4	3
GRAND TOTAL - - -	252	1,037	46	130	23	65	321	1,232	212	600

* The Return of Accidents to "Servants of Companies or of Contractors" cannot be looked upon as complete, as many Railway Companies (not being required by law) do not report to the Board of Trade every accident which may have occurred to this class of persons.

FURTHER ANALYSIS of the ACCIDENTS during the Year ended 31st December 1869, which have been reported to the Board of Trade, showing the NUMBER of COLLISIONS and other ACCIDENTS to TRAINS in *England and Wales, Scotland, and Ireland* respectively, with the NUMBER of PERSONS KILLED or INJURED thereby.

ENGLAND AND WALES.

	Number of Acci- dents.	Number of Passengers.		Number of Servants of Companies.		Total Number of Passengers and Servants.	
		Killed.	Injured.	Killed.	Injured	Killed.	Injured.
Collisions between Passenger Trains - - - - -	9	8	62	-	3	8	65
Collisions between Passenger Trains and other Trains or Engines - - - - -	50	2	705	3	37	5	742
Passenger Trains running into Stations at too high speed - - - - -	5	-	29	-	-	-	29
Passenger Trains or Portions of Passenger Trains getting off the Rails - - - - -	14	4	38	1	7	5	45
Accidents to Passenger Trains by collision or otherwise, from running into Sidings or off their proper Line through Points being wrong - - - - -	8	1	53	-	10	1	63
Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking - - - - -	1	-	1	-	6	-	7
Axles or Wheels of Carriages of Passenger Trains breaking - - - - -	1	-	-	-	-	-	-
Couplings breaking - - - - -	1	-	-	-	-	-	-
Bursting of the Boilers of Engines of Passenger Trains - - - - -	-	-	-	-	-	-	-
TOTAL to Passenger Trains - - -	89	15	888	4	63	19	951
Collisions between Goods or Mineral Trains - - - - -	2	-	-	1	14	1	14
Goods Trains running into Stations at too high speed - - - - -	1	-	-	-	-	-	-
Goods or Mineral Trains getting off the Rails - - - - -	1	-	-	3	2	3	2
Goods or Mineral Trains running into Sidings or off their proper Line through Points being wrong - - - - -	1	-	-	2	1	2	1
Axles or Wheels or Machinery of Engines attached to Goods or Mineral Trains breaking - - - - -	-	-	-	-	-	-	-
Axles or Wheels of Goods or Mineral Trains breaking - - - - -	-	-	-	-	-	-	-
Couplings breaking - - - - -	-	-	-	-	-	-	-
Boilers of Engines of Goods or Mineral Trains bursting - - - - -	-	-	-	-	-	-	-
TOTAL to Goods and Mineral Trains - - -	5	-	-	6	17	6	17
TOTAL to all Trains - - -	94	15	888	10	80	25	968

SCOTLAND.

Collisions between Passenger Trains - - - - -	-	-	-	-	-	-	-
Collisions between Passenger Trains and other Trains or Engines - - - - -	13	1	67	-	12	1	79
Passenger Trains running into Stations at too high speed - - - - -	-	-	-	-	-	-	-
Passenger Trains or portions of Passenger Trains getting off the Rails - - - - -	4	-	12	-	1	-	13
Accidents to Passenger Trains by collision or otherwise, from running into Sidings or off their proper Line through Points being wrong - - - - -	2	-	20	1	1	1	21
Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking - - - - -	-	-	-	-	-	-	-
Axles or Wheels of Carriages of Passenger Trains breaking - - - - -	-	-	-	-	-	-	-
Couplings breaking - - - - -	1	-	5	-	1	-	6
Bursting of the Boilers of Engines of Passenger Trains - - - - -	-	-	-	-	-	-	-
TOTAL to Passenger Trains - - -	20	1	104	1	15	2	119
Collisions between Goods or Mineral Trains - - - - -	1	-	-	-	1	-	1
Goods or Mineral Trains getting off the Rails - - - - -	1	-	-	4	1	4	1
Goods or Mineral Trains running into Sidings or off their proper Line through Points being wrong - - - - -	-	-	-	-	-	-	-
Axles or Wheels or Machinery of Engines attached to Goods or Mineral Trains breaking - - - - -	-	-	-	-	-	-	-
Axles or Wheels of Goods or Mineral Trains breaking - - - - -	-	-	-	-	-	-	-
Couplings breaking - - - - -	-	-	-	-	-	-	-
Boilers of Engines of Goods or Mineral Trains bursting - - - - -	1	-	-	-	3	-	3
TOTAL to Goods and Mineral Trains - - -	3	-	-	4	5	4	5
TOTAL to all Trains - - -	23	1	104	5	20	6	124

Further Analysis of the Accidents during the Year ended 31st December 1869, &c.—*continued.*

IRELAND.

	Number of Acci- dents.	Number of Passengers.		Number of Servants of Companies.		Total Number of Passengers and Servants.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions between Passenger Trains - - - - -	1	-	5	-	-	-	5
Collisions between Passenger Trains and Goods Trains or Engines - - - - -	1	-	14	-	3	-	17
Passenger Trains running into Stations at too high speed - - - - -	2	-	22	-	3	-	25
Passenger Trains or portions of Passenger Trains getting off the Rails - - - - -	3	-	7	1	3	1	10
Accidents to Passenger Trains by collision or otherwise, from running into Sidings or off their proper Line through Points being wrong - - - - -	-	-	-	-	-	-	-
Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking - - - - -	-	-	-	-	-	-	-
Axles or Wheels of Carriages of Passenger Trains breaking - - - - -	-	-	-	-	-	-	-
Couplings breaking - - - - -	-	-	-	-	-	-	-
Bursting of the Boilers of Engines of Passenger Trains - - - - -	-	-	-	-	-	-	-
TOTAL to Passenger Trains - - - - -	7	-	48	1	9	1	57
Collisions between Goods or Mineral Trains - - - - -	-	-	-	-	-	-	-
Goods or Mineral Trains getting off the Rails - - - - -	-	-	-	-	-	-	-
Goods or Mineral Trains running into Sidings or off their proper Line through Points being wrong - - - - -	-	-	-	-	-	-	-
Axles or Wheels or Machinery of Engines attached to Goods or Mineral Trains breaking - - - - -	-	-	-	-	-	-	-
Axles or Wheels of Goods or Mineral Trains breaking - - - - -	-	-	-	-	-	-	-
Couplings breaking - - - - -	-	-	-	-	-	-	-
Boilers of Engines of Goods or Mineral Trains bursting - - - - -	-	-	-	-	-	-	-
TOTAL to Goods and Mineral Trains - - - - -	-	-	-	-	-	-	-
TOTAL to all Trains - - - - -	7	-	48	1	9	1	57

GRAND TOTAL of COLLISIONS and other ACCIDENTS to TRAINS in the United Kingdom, and Number of Persons Killed and Injured thereby, during the Year ended 31st December 1869.

	Number of Acci- dents.	Number of Passengers.		Number of Servants of Companies.		TOTAL NUMBER of Passengers and Servants.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions between Passenger Trains - - - - -	10	8	67	-	3	8	70
Collisions between Passenger Trains and other Trains or Engines - - - - -	64	3	786	3	52	6	838
Passenger Trains running into Stations at too high a speed - - - - -	7	-	51	-	3	-	54
Passenger Trains or portions of Passenger Trains getting off the Rails - - - - -	21	4	57	2	11	6	68
Accidents to Passenger Trains by collision or otherwise, from running into Sidings or off their proper Line through Points being wrong - - - - -	10	1	73	1	11	2	84
Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking - - - - -	1	-	1	-	6	-	7
Axles or Wheels of Carriages of Passenger Trains breaking - - - - -	1	-	-	-	-	-	-
Couplings breaking - - - - -	2	-	5	-	1	-	6
Bursting of the Boilers of Engines of Passenger Trains - - - - -	-	-	-	-	-	-	-
TOTAL to Passenger Trains - - - - -	116	16	1,040	6	87	22	1,127
Collisions between Goods or Mineral Trains - - - - -	3	-	-	1	15	1	15
Goods Trains running into Stations at too high a speed - - - - -	1	-	-	-	-	-	-
Goods or Mineral Trains getting off the Rails - - - - -	2	-	-	7	3	7	3
Goods or Mineral Trains running into Sidings or off their proper Lines through Points being wrong - - - - -	1	-	-	2	1	2	1
Axles or Wheels or Machinery of Engines attached to Goods or Mineral Trains breaking - - - - -	-	-	-	-	-	-	-
Axles or Wheels of Goods or Mineral Trains breaking - - - - -	-	-	-	-	-	-	-
Couplings breaking - - - - -	-	-	-	-	-	-	-
Boilers of Engines of Goods or Mineral Trains bursting - - - - -	1	-	-	-	3	-	3
TOTAL to Goods and Mineral Trains - - - - -	8	-	-	10	22	10	22
GRAND TOTAL to all Trains - - - - -	124	16	1,040	16	109	32	1,149

RAILWAY ACCIDENTS.

RETURN of the Number and Nature of the Accidents and Injuries to Life and Limb which have been reported to the Board of Trade as having occurred on all the Railways open for Traffic in *England and Wales, Scotland, and Ireland* respectively, during the Year ended the 31st day of December 1869.

(Presented to Parliament by Her Majesty's Command.)

*Ordered, by The House of Commons, to be Printed,
30 March 1870.*

R E P O R T S
OF THE
INSPECTING OFFICERS OF THE RAILWAY DEPARTMENT
TO THE BOARD OF TRADE,
UPON
C E R T A I N A C C I D E N T S
WHICH HAVE
OCCURRED ON RAILWAYS

**During the Months of July, August, September, October, November,
and December.**

1 8 6 9.

(PART FOURTH.)

Presented to both Houses of Parliament by Command of Her Majesty.
February 1870.



L O N D O N :
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

[C. 42.—*Price 1s. 1d.*]

1870.

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CALEDONIAN RAILWAY.

*Holytown,**26th August 1869.*

SIR,

IN compliance with the instructions contained in your minute of the 31st July, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 22nd July, at the Holytown Junction on the Caledonian Railway.

The Cleland and Midcalder Branch joins the main line of the Caledonian Railway at the Holytown Junction, which is 13 miles 11 chains from the Buchanan Street station at Glasgow. The junction is provided with a raised signal-stage and locking apparatus by Messrs. Stevens, and supplied with telegraph bells, towards Glasgow, Edinburgh, and Carstairs. The Midcalder line from Edinburgh falls towards the junction on a gradient of 1 in 80, while the main line from Carstairs is nearly level. There is a curve (of 15 chains radius) on the Midcalder branch, which somewhat obstructs the view from the main line of a train approaching the junction on that branch.

On the day in question, the 4.20 p.m. express train from Edinburgh to Glasgow started punctually, and approached the Holytown Junction at 5.16, at moderate speed. The engine-driver was preparing to stop at the platform of the new Holytown station, immediately to the north-west of the junction. The train consisted of an engine and tender, a second-class carriage, two composite carriages, another second-class carriage, a break-van, two composite carriages, and a second break-van. The signals were duly lowered to allow the passenger train to pass through the junction and up to the station platform; but the engine-driver, in rounding the curve on the approach to the junction, saw a mineral engine and two waggons backing down the main line towards the junction, and he was unable to reduce his speed to less than about four miles an hour before his engine struck the mineral engine on the crossing between the main line and the Midcalder branch.

The buffer-beams of both engines were broken, and they were both thrown off the line, but the passenger carriages, which remained on the rails, were not damaged. None of the servants of the company were injured, the engine-driver and fireman having jumped off their engines in time to avoid the shock of the collision. Two of the passengers have complained of injury, one of whom was stunned in the first instance by his head striking the side of the carriage in which he rode, and the other having been "shaken."

The mineral engine which thus obstructed the junction on the approach of the passenger train was in charge of a driver named Archibald Prentice, an experienced servant of the company, who bears an excellent character. Prentice was pushing two wag-

gons before his engine from a siding off the main line east of the junction, to a siding west of the junction and station. He not only forgot that the passenger train from Edinburgh was due at Holytown, but he also omitted to see whether the signals were right for him to pass through the junction. He fouled the crossing above referred to in direct disobedience to the junction signal. The signalman, Robert Devine, saw him approaching, gave him a signal with his hand to stop, and thought he had come to a stand in obedience to that signal, but he afterwards found that he had started again, when the passenger train was within 100 yards of the junction. The signalman then altered the junction points, in the hope that Prentice would run through in front of the passenger train. But Prentice, not knowing how the points were set, reversed his engine, then moved on again, and was caught while moving westward by the passenger engine, as above described, on the junction crossing.

The station-master was standing on the new platform near the signal-cabin when the collision occurred; and he had been on the old platform east of the junction five minutes previously, talking to Prentice, who was quite sober, and appeared to be waiting for the express train to pass. He told Prentice that there was a waggon for him to take from a siding of the Monkland Iron and Steel Company, and to place in the Motherwell siding, both west of the junction; and he left him standing on the main line with two waggons attached to his engine about 30 yards clear of the junction. When he next saw him, he was in motion near the junction, and he shouted to him to get out of the way, but too late to be of any use.

Prentice states that he was in conversation with the mineral inspector, who stood about 30 yards from the junction, at the time that he moved forward; and it was in giving this inspector some information which he required in regard to some empty waggons, that he incautiously, and without thinking, moved forward and fouled the junction before he was aware of it; and it was only after he had so fouled the crossing that he saw, too late to get out of its way, the passenger train from Edinburgh approaching.

This accident was entirely due to the want of caution of Prentice, the engine driver, who had been employed for eight months with the pilot engine attached to the Holytown station, who had previously worked with great care, and who is highly spoken of by all connected with the station, and by others, as having been otherwise a most trustworthy servant of the company.

I have, &c.

H. W. TYLER.

*R. G. W. Herbert, Esq.,
Board of Trade.*

A copy of the above report was sent to the company on the 10th September 1869.

CALEDONIAN RAILWAY.

SIR,

Perth, 23rd Oct. 1869.

IN compliance with the instructions contained in your minute of the 15th instant, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 6th instant near Drumlithie on the Caledonian Railway.

The down limited mail train, 4.36 a.m., from Carlisle, and 9.20 a.m. from Perth, left Perth at 9.36, and Fordoun at 11.46, 21 minutes late, on the day

in question, consisting of an engine (No. 472) and tender, a break-van, a mail carriage, a Glasgow composite carriage, a saloon carriage, a west-coast composite carriage from London, a break-van from London, with a second-class and a first-class carriage, and a break-van, all three from Edinburgh. His Royal Highness the Prince of Wales rode in the saloon carriage.

Five miles north of Fordoun, and half a mile north of Drumlithie, as this train was travelling at its usual speed, not much less probably than 40 miles an

hour, the engine-driver heard his near trailing wheel grinding against the splashers by which it was covered, and shut off his steam. On looking round the engine to see what was the matter, he observed that dust was flying in the front, and that his left leading wheel had dropped off the inside of the near rail. He whistled for the guards' breaks, told the fireman to apply the tender-break, reversed his engine, and brought the train to a stand as soon as he could, but before he had quite stopped the engine-wheel remounted the rail. He then thoroughly examined the engine, and finding that nothing was the matter with it, except that the left leading wheel was somewhat marked by rubbing against the near rail and striking the chairs, he started forward at reduced speed; sending back, however, an inspector of police, who happened to be with the train, to warn all following trains, of something being wrong with the line.

The guard who rode in the hind van was not aware of any wheel of the engine having been off the rail, or of anything having been the matter with the permanent way, or why the engine-driver was stopping the train. He heard the engine whistle, and applied his break, and he went to the engine-driver when the train stopped, to ask what had happened. Hearing that the leading wheel of the engine had been off the line, and that the engine had not suffered, he proceeded forward with his train, leaving the inspector above referred to to proceed back towards Drumlithie.

The engine, No. 472, was a six-wheeled engine, with four wheels coupled. The diameter of the leading wheels was 3 feet 9 inches, and of the driving and trailing wheels seven feet. The cylinders measured 17 inches in diameter, by a stroke of 22 inches. The engine weighed altogether 34 tons 4 cwt. in working order, and as taken the day after the accident the weights on the wheels were respectively as follows:—

	Left.	Right.	
Leading wheels	- 5.19	5.19	
Driving wheels	- 5.18	5.16	
Trailing wheels	- 5.4	5.8	
	16.1	18.3	
			34.4

The wheel base, from leading to trailing axles, measured 15 feet 6 inches, made up of, from leading to driving axles 7 feet 6 inches, and from driving to trailing axles 8 feet. No defect was found in the engine after the accident; no alteration has been made in it; it has been running trains regularly ever since; and I had the opportunity of running with it from Perth to Drumlithie and back.

This engine was constructed by the Caledonian Railway Company at Perth during 1868–9, and commenced running about the middle of June last. Since that time it has worked partly between Perth and Glasgow, and partly between Perth and Aberdeen, and has probably run about 13,000 miles altogether. It is now in first-rate running order, and the accident cannot in anyway be attributed to its condition.

An examination of the permanent way after the accident showed that the left leading wheel of the engine had dropped inside the near rail, 80 feet short of the north end of the Drumlithie viaduct. The insides of the chairs were slightly marked, as well as some of the fish-bolts, from that point for 1,100 yards to the northward. The off rails, and the chairs in which they rested, stood firm and were unmoved for the whole of that distance; but the near rails were bulged outwards, the inside spikes of the chairs under them having been partly drawn out of the sleepers, and the outside spikes having been bent, as the inner ends of the chairs rose from the sleepers, in consequence of the left leading wheel of the engine having pushed the rails outwards. Only one chair, which was on the near side, 64 yards north of the viaduct, was broken, and it does not appear that any of the keys were out of the chairs. The mark was plainly visible on a near rail, where the left leading wheel

of the engine first dropped inside of it, and on another near rail 1,100 yards in advance, where the same wheel had again mounted, as the engine was coming to a stand. The only rail which has been removed from the line since the accident occurred, was this last rail, which was found to be bent to the extent of $2\frac{1}{4}$ inches.

The Drumlithie viaduct is 282 yards long, and about 50 feet above the valley at its highest part. It is constructed with timber-framed arched ribs, on masonry piers and abutments, in 11 spans of 60 feet each. It has been completed for 20 years, and the permanent way upon it was renewed in 1863. It is on a gradient rising 1 in 141 northward, and on a curve of half a mile radius.

*The permanent way on the viaduct is laid with double-headed rails, weighing 75 lbs. to the lineal yard, fished at the joints, and resting in cast-iron chairs, weighing 27 lbs. each. The timbers which carry the chairs are laid longitudinally, and are of unequal thickness, depending upon the varying levels of the timber ribs under the platform of the bridge. The chairs are spiked through the longitudinal timbers and the planking; in many cases to the beams below and it is stated that, previous to the accident, spikes 7 inches long alternated in the chairs with spikes from 10 inches to 12 inches long. The longitudinal timbers, which were narrow when laid down, have not worn well, and they are now, from cracks and decay, in condition to require immediate renewal.

The permanent way on the north of the viaduct was renewed last year, with new rails, weighing 75 lbs. to the yard; new chairs, weighing 28 lbs. each; and new Memel sleepers, measuring 9 feet long by 10 inches by 5 inches. The chairs on this portion of the line remain also on the off side in the same position as they were in previously to the accident. The chairs under the near rails have been reset on the sleepers, fresh holes having been bored for the spikes. The gauge of this part of the line has now been made, by some unaccountable mistake, from one half to three quarters of an inch tight; but, looking to the altered positions of the chairs, and to the marks on the sleepers, showing where the chairs had rested previous to the accident, I infer that the gauge was, north of the viaduct, generally correct before the accident occurred.

On the viaduct, however, where the left leading wheel of the engine first slipped down inside of the near rail, the gauge must necessarily have been wide, or must have widened out, to admit of such a result. In order that the tyre of the wheel, which is five inches broad, should so slip down, the gauge of the rails must have been, as measured on the wheels themselves, from $2\frac{3}{4}$ to $2\frac{1}{4}$ inches wide. The longitudinal timbers under the chairs on the viaduct were, as I have already stated, in bad condition, and the accident evidently occurred by the chairs on those timbers having been so far pushed outwards as to allow of the wheel slipping down inside the rail. The beam which was under the chairs which first gave way had been torn away in pieces after the accident, and removed from the spot. It is not probable that the whole of the mischief was done by this particular engine, but it is more likely that preceding trains having to some extent caused movement in these chairs, this engine increased that movement, and finally caused the rails to bulge to such an extent as to admit of the leading wheel falling inside the rail. When once that wheel slipped in, the off wheel remaining on the off rail, the near rail would be pushed outwards, as far as the engine ran in that condition, in the manner above described. But it was as fortunate as it was extraordinary that the near driving wheel of the engine, and all the other near wheels of the train, remained on the rails; and it was no doubt owing to the substantial condition of the permanent way north of the viaduct that the engine travelled thus for 1,100 yards, and that the left leading engine wheel finally returned to the near rail without further mischief.

This accident was, then, caused by the defective condition of a portion of the longitudinal timbers

carrying the chairs and rails on the Drumlithie viaduct, and His Royal Highness, and the other passengers by the train, had an almost miraculous escape from the most serious consequences. I recommend that the permanent way on this viaduct be immediately renewed, and that, pending the completion of this

work, the speed of the trains passing over it be reduced to 10 miles an hour.

I have, &c.,
R. G. W. Herbert, Esq., H. W. TYLER.
Board of Trade.
Whitehall.

A copy of the above report was sent to the company on the 28th October 1869.

CALEDONIAN RAILWAY.

SIR,

Perth, 22nd October 1869.

IN compliance with the instructions contained in your minute of the 20th instant, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 9th instant, near the Greenhill Junction of the Caledonian with the Edinburgh and Glasgow Railway.

There were three goods trains involved in this collision:—(1) The 6.30 p.m. goods train from Perth which lost a fireman after passing Greenhill; (2) the 9.40 p.m. train from Glasgow, which was stopped while travelling on the other line and in the opposite direction towards Greenhill, to avoid the risk of running over the missing fireman; and (3) the 9.45 p.m. train from Gartsherrie which came into collision with the 9.40 train from Glasgow after it had been for this reason brought to a stand.

The 9.45 p.m. goods train from Gartsherrie for Greenhill started from the former station at 10.40 p.m., nearly an hour late, on the evening in question. It waited, as usual, for the 8.30 p.m. passenger train from Edinburgh, which is only timed to reach Gartsherrie at 10.4, and which commonly brings one or two waggons of perishable goods to be taken forward to Greenhill. The 9.45 Gartsherrie train consisted of an engine and tender, 20 waggons loaded with coal and goods, 13 empty waggons, and a break-van, and travelled about 20 miles an hour, without any intermediate stoppage, till it arrived within a mile and a quarter of the Greenhill Junction.

In passing a platelayer's hut at that distance from the junction the engine-driver and fireman heard a fog-signal explode, and they instantly reversed the engine, applied the steam, whistled for the guard's break, and turned on the tender break. The steam of the engine had been shut off for three miles previously, in descending a somewhat steep gradient, and the speed when the fog-signal exploded was about 25 miles an hour. In travelling through a thick fog, for a quarter of a mile after the explosion of the fog signal, the engine-driver reduced his speed to perhaps 20 miles an hour, and at the end of that distance he saw three red lights attached to a van on the line forty or fifty yards in front of him. The driver and fireman jumped from their engine, but the guard remained in his van, and the engine came into collision with the van of a goods and cattle train in front of it with great violence.

The engine had its buffers broken and was otherwise damaged, but not so much as might have been expected, and it was able to go to work again in 36 hours. No damage was done to the waggons of the Gartsherrie train, and none of the vehicles of that train left the rails. The engine-driver was much injured in the head, and the fireman hurt his arm in jumping off the engine. The guard received a slight contusion on the head.

The train which was thus run into by the 9.45 train from Gartsherrie left the Buchanan Street station, Glasgow, punctually, at 9.40 p.m., and consisted of an engine and tender, 11 waggons loaded with goods, and a break-van. Seventeen waggons were added to it at the St. Rollox station, nine containing cattle, five with goods, and three empty; making, altogether, 28 waggons and a van. This complete train left St. Rollox at 10.5., and did not stop

again until, at two miles from Greenhill Junction, the engine-driver saw three red lights exhibited, which obliged him to bring his train to a stand. He then found a goods train (6.30 p.m. from Perth to Carlisle) standing on the opposite line of rails, and was informed by the drivers of two engines which were attached to it, that they had lost a fireman. Very little was said on either side, but these two drivers ran forward, one a dozen yards in front, the other by the side of the engine, towards Greenhill, to look for their missing fireman, while the driver from Glasgow followed or accompanied them with his train.

The breakman of this train first ran to the engine as the train was being stopped, and then rejoined his van as it proceeded towards Greenhill. After the train had gone about 1,100 yards, the breakman, thinking the speed had somewhat slackened, dropped off his van, placed a fog-signal on the rail opposite a platelayer's house, and rejoined his van.

When the train had gone a quarter of a mile beyond this house, the engine driver who was running ahead held up his red lamp, as a signal that he had found the missing fireman, and the driver of the train brought his train to a stand, while the fireman, who was lying quite insensible in the 6-foot space, was moved. After helping to move him a little out of the way he started again with his train, and had got his speed up to, perhaps, six miles an hour, when it was caught up, as above described, by the 9.45 train from Gartsherrie.

The break-van and eight waggons of this Glasgow train were thrown off the rails, and much damaged. Four of the waggons were thrown to the south, and the four others with the break-van to the north of the line. The breakman left the van when the train stopped, and went forward, as he says, to tell the driver to proceed without delay, but the driver did not see anything of him. He was, at all events, out of the van when it was struck. Of five drovers, who had been riding with the breakman in the van, one left it when the train came to a stand, and the other four were in it when the collision occurred. They were all more or less injured, and one of them died on the way back to Gartsherrie from a concussion on the brain.

The 6.30 p.m. train from Perth left that station at 7.50, an hour and 20 minutes late, after having been kept waiting for trains from the north. It stopped at Blackford for water, and at Stirling and Greenhill, and left Greenhill at 10.35, an hour and 10 minutes late, for Carlisle, consisting of a pilot engine and tender in front, the train engine and tender, 49 loaded waggons, and a break-van. When it had travelled a mile and a half the driver of the pilot engine suddenly observed that his fireman was missing. He listened for a few seconds, thinking he might be in front of the engine shutting the cylinder cocks. He took his gauge-lamp and went round the engine to look for him. Not finding him, he came to the conclusion that he must have fallen off, and he sounded the break-whistle, stopped the train, and told the driver of the train engine what had occurred. They agreed to proceed back on foot to search for him, but had not gone many yards behind their train when they heard the 9.40 train from Glasgow approaching. They stopped it with their lamps, fearing that their fireman might be lying in the way of it on the down line, and they told the breakman, who was standing on

his van, what had happened. They also communicated with the driver, and proposed to proceed on foot till they found the fireman, while the train followed at slow speed. The fireman was then found as already described, and was moved from the 6-foot space to the bank after the collision occurred. He was seriously hurt in the head, and is still insensible in his father's house at Gartsherrie, to which he was taken early on the following morning. The father is an engine-driver in the Caledonian Company's service, and it has not yet been possible to ascertain how the son slipped off the engine.

The printed regulations of the company provide, at p. 128, Rule 238, that—

"When from any cause a train is unable to proceed at a greater speed than 4 miles an hour, the guard or breaksmen, if there be only one, or the under guard or breaksmen, if there be two or more, must inform the nearest pointsman, signalman, gateman, or platelayer, if within distance for prompt communication, but if too far he must get down and wait, showing the danger signal until his train has proceeded 1,000 yards, when he must follow it, continuing to show the proper signal to stop any approaching train until he reaches the next station. And when a train is stopped on its journey by an accident, or from any cause other than the regular stoppages at the stations, the guard or breaksmen, if there be only one, or the under guard or breaksmen, if there be two or more, shall immediately go back 1,000 yards with danger signals to stop any coming engine or train, and shall in addition to his hand signals take his detonators. At every interval of 300 yards he must place upon one of the rails of the line on which the stoppage has happened one of the detonators, and on arriving at a distance of 1,000 yards he must place one detonator upon each rail, and opposite each other, to stop any approaching engine or train, when he will return (picking up the intermediate detonators), and conspicuously show his hand danger signals, to within a distance of 600 yards of the stoppage, where he will continue to show his danger signal until the obstruction is removed and safety insured, when he will return to his train, and remove the remaining detonators, except the two which he placed at the 1,000 yards."

In excusing himself, as regards the action of this rule, the breaksmen of the train from Glasgow asserts that his train was proceeding at more than four miles an hour, after its stoppage, until the platelayer's hut was reached at which he was able to jump off and put down a fog-signal. He also says that he did not go back "1,000 yards" when the train was stopped because the driver decided on proceeding immediately towards Greenhill. There is some excuse for this man in the uncertainty which at first existed as to whether the train from Glasgow would be able or not to proceed at once towards Greenhill; but he

would have exercised a wiser discretion if he had at once, on the Glasgow train being stopped, placed fog signals on the rails, on the Greenhill side of the Perth train, which was standing on the other line of rails.

The fireman who was left in charge of the two engines of the trains from Perth whilst the drivers went back to look for the missing fireman, saw the train from Glasgow pass him, but was not aware that it had stopped on the Greenhill side of him. He states that he "called out," as the train from Gartsherrie passed him, that "that there was a train not long before them;" and the fireman of that train states that he thought he heard a voice as he passed, but he could not tell what it meant, as "he got no signal."

This collision has thus been caused by the accidental but necessary stoppage of the train from Glasgow, in consequence of the train travelling in the opposite direction from Perth having lost a fireman from the pilot engine which was attached to it. The two drivers of the Perth train acted properly in stopping the Glasgow train, and did their utmost in running with it or before it for about 1,100 yards, with the idea of saving their fireman from the risk of being run over. If the breaksmen of the Glasgow train had been as active and zealous as those engine drivers, he might, by applying fog-signals to the rails at an earlier period, have prevented the collision from occurring. But he was no doubt placed in a position of great uncertainty, not knowing where the missing fireman might be, or how far or how fast his train would proceed, and not daring to remain behind it for fear he might be left behind altogether; and the true and only remedy for accidents of this description is the adoption of a good telegraph system, by which a certain interval of space may always be preserved between trains following one another on the same line of rails in place of an unsafe and uncertain interval of time. In proof of the necessity for it, I may add that there are about 30 regular trains in each direction daily running on this line, besides special trains and engines; while the gradients are severe and the view is obstructed at many points.

It is evident that the Company's service time-table requires some alteration as regards the 9.45 p.m. train from Gartsherrie, which, being obliged to wait for the train due to arrive at 10.4, can never leave Gartsherrie within more than 20 minutes of its appointed time.

I have, &c.,

H. W. TYLER.

*The Secretary,
Railway Department,
Board of Trade.*

A copy of the above report was sent to the company on the 8th November 1869.

CALEDONIAN RAILWAY.

1, Whitehall,
4th December 1869.

SIR,

IN compliance with the instructions contained in your minute of the 8th ult., I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances connected with a collision that occurred at Carmyle station, on the Caledonian Railway, on the 5th ult., between a passenger train and a mineral train.

Nine passengers are returned as having received slight cuts and contusions from the effects of the collision.

Carmyle is an ordinary roadside station between Glasgow south side station and Holytown. The Kenmure Colliery siding joins the down line to Glasgow by means of falling points 260 yards on the Holytown or up side of the station signals; a siding signal, worked by a handle close to the distant and station signal handles, is placed on the colliery siding, 80

yards from its connexion with the main line. The siding is level for the first 180 yards, and then falls towards the colliery at 1 in 75. It is on a sharp curve, and is provided with a loop (terminating at the siding signal) which will hold about 12 waggons. The down distant signal (towards Holytown) is 710 yards, and the up distant signal 490 yards from the signal handles, the line falling 1 in 125 towards Glasgow. The siding signal and down main signals are not interlocked, nor is there any catch siding for the protection of the main down line against the colliery siding. I am informed that this siding has been put in since the line was inspected and opened for passenger traffic two or three years ago.

At about half-past 4 on the 5th ult. according to the station master, or 4 according to the driver and fireman, a train of empty coal trucks arrived at Carmyle from the Glasgow direction, trucks in front pushed by the engine, and van behind it, and was, by permis-

sion of the station master, allowed to cross from the up to the down line, and proceed into the colliery. The station master states that he took off the siding signal when he allowed the train to enter, and put it on again to "danger" when the train had passed in. After the empty waggons had been deposited in the colliery, the van and engine with nine full waggons returned towards the main line, and the nine waggons having been left in one side of the loop, the van and engine passed through the points at its upper end, then backed along the other side of the loop, and through the points at its lower end; after which the engine pushed the van up to the tail of the nine waggons standing in the loop, thus completing the tail of the train. It not having been necessary to foul the main line during this operation, the siding signal had not been whistled for, though it had been passed at "danger." The engine then returned into the colliery, and brought up ten more full waggons to back against those now standing in the loop. As the main line had to be fouled in order to back these through the loop points, the siding signal was whistled for, and immediately turned off in answer. These ten waggons having been deposited in the loop, the engine returned for the third and last time into the colliery, to fetch out ten more full waggons to complete the train previous to starting for Glasgow. The siding signal was whistled for as the engine was coming round the colliery curve, and was found to be turned off when able to be seen. Upon seeing it clear the driver asked the fireman what time it was, the down train from Edinburgh being due to pass (not to stop) at 5h. 1m. The fireman replied that it was 5h. 10m. The under breaksman, who was on the engine, remarked that he was afraid the down distant signal was off as well as the siding signal. The driver, pointing to the siding signal, said that that was his signal, and that as the passenger train was some time overdue, and must, he thought, have passed, as the siding signal was down, he should go out. He accordingly came out with the ten waggons, and put them back against the remainder standing in the siding, the engine being now foul of the main line. The driver and fireman both state that several efforts were then made to start the train, but unsuccessfully, owing to the greasy state of the rails, and to part of it standing on a descending gradient of 1 in 75, and that during the last of these attempts the lights of an approaching train were caught sight of, upon which an effort was made to back clear of the main line. This, however, was not entirely successful, for the mineral engine was struck by the engine of the passenger train, and knocked partly off the metals. Its cylinder was broken, framing damaged, and buffer beam carried away. The tender and waggons sustained no damage. The driver and fireman stepped off just before the collision, and escaped without injury.

The passenger train was one which left Edinburgh for Greenock at 3.45 p.m., correct time. It, however, lost time on the road, and left Holytown junction 20 minutes late, consisting of engine and tender, one composite carriage, one third-class, one first-class, one second-class, and break van with guard; five vehicles in all. Carmyle station was approached at a speed of about 35 miles an hour, the distant and station signals both being off, when the driver (it raining and being nearly dark) suddenly heard the whistle, and caught sight, of the mineral engine about 100 yards from him, apparently not clear of the line on which he was running. He had just time to shut off steam, reverse his engine, and have his breaks applied, before the collision occurred, at about 5.20. The left side of the passenger engine ran into the right side of the mineral engine, knocking it out of its way; the former, together with

its tender, kept the road, and received no serious injury. The driver and fireman, who did not jump off, were neither of them hurt. The couplings between the tender and first carriage gave way; this carriage passed the mineral engine about 20 yards, and then turned over on its left side; the second also turned over; the third was canted and slewed; the fourth and van kept the road; none of the other couplings gave way. The injured passengers were almost entirely in the third carriage from the front. The first three carriages were badly damaged, the fourth and van slightly so.

The blame of this accident lies, in my opinion, pretty equally between the station master and driver of the mineral engine. The former admits having taken off the siding signal a second time, when the driver came out with the last ten waggons; but being under the impression that he had to make another trip into the colliery, (not being aware that he had deposited the nine first waggons, as he had not whistled for the siding signal,) appears to have taken for granted that he had gone back, and to have lowered his signals for the passenger train while the mineral engine was upon the main line trying to start its train. It being nearly dark, a very imperfect view would be obtained of objects 250 yards off. There is much contradictory evidence as to whether or not the siding signal was restored to "danger" after it had been taken off the second time. It is very possible that it may have been, but as the mineral driver was nearly 100 yards outside it, he would naturally not pay much attention to it. I blame the station master, therefore, for not having *assured* himself that the main line was clear before lowering his signals for the passenger train, and I blame him further for having allowed the mineral engine to come on to the main down line, (at 2 minutes to 5 by his own account, but later according to other evidence,) almost at the time (5h. 1m.) that the passenger train was due to pass his station. He presumed, no doubt, upon its being usually late, but this he had no right to do, in the absence of any telegraphic information.

The driver of the mineral train was wrong in having passed the siding signal in the first instance when at "danger," though he might not have required to foul the main line, and secondly, in not having assured himself that the passenger train had passed before proceeding to occupy the main line in the way he did, especially when his attention had been drawn to the probability of its not having passed by one of the guards, and when he might, by observing the back light of the down distant signal, have seen whether it was off or on. With regard to the down main signal, which the driver says he thought was lowered for him, but which had really been lowered for the passenger train, there appears to have been an improper practice of lowering it for the departure of mineral trains coming from the colliery. This should be at once put a stop to, as one signal cannot without danger be made to serve for two roads.

This accident points out the imperfection of the Kenmure Colliery arrangements; in the first place, the siding signal and down signal should be interlocked, the former being connected with a catch siding, so that nothing should come on the main line without the station master releasing the points. The siding signal should also be placed at the actual fouling point, and not as at present more than 20 yards short of it. More siding accommodation is also very desirable, so that a train may be made up without the necessity of coming at all on the main line.

I have, &c.

The Secretary
(*Railway Department*),
Board of Trade.

C. S. HUTCHINSON,
Lieut.-Col. R.E.

A copy of the above report was sent to the company on the 5th January 1870.

CALEDONIAN RAILWAY.

*McLean's Hotel, Glasgow,
23d December 1869.*

SIR,

IN compliance with the instructions contained in your minute of the 14th inst., I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 23d November 1869 at Law's sidings on the Caledonian Railway. These sidings are situated at the south side of Garriongill Junction, between Carluke and Over-town stations.

No person appears to have been hurt.

On the day in question, a train, which consisted of an engine and tender, 27 empty coal waggons, and a van with a breaksman at the tail of the train, arrived about 7.6 a.m. at Law's sidings, from the north. Law's sidings are provided with distant signals, in each direction, on the main line. The up distant signal at the north side is on the same post as the Garriongill Junction down distant signal, and the down distant signal to the south of Law's sidings is about 760 yards from the points leading from the main down line into the sidings. It is a fine high signal, and can be seen for a long distance before it is reached by a train approaching it from the south.

The driver of the train of empty coal waggons found the up distant signal belonging to Law's sidings at "all right" when he arrived. He ran on to the signalman's hut, and obtained permission from the signalman to shunt his train into the sidings. To do this, he backed his train across from the up on to the down line, and then pulled it from the down line into the sidings. As the engine of the empty coal train was moving at the rate of about two miles an hour, from the down line into the sidings, the down limited mail came in sight. The driver of the limited mail could not stop his train, and the engine of the mail train struck the second waggon of the coal train, but did not knock it off the rails. Six waggons behind this waggon were knocked off the rails and broken up. The rest of the coal train was only driven back a few yards, and remained on the rails. The limited mail consisted of an engine and tender, a guard's van, a composite, two post office vans, two more composite carriages, and a guard's van with a guard. The vehicles were coupled in the order given. This train left Carstairs at 6.50 a.m. It was 20 minutes late in leaving Carstairs, which time had been lost in ascending the Beattock incline at the south side of Carstairs. The gradient from Carstairs to Cleghorn rises, and thence to Law's sidings it falls, 1 in 140 and 1 in

100. The driver of the limited mail stated that the morning of the 23d ult. was foggy, and that the rails were so greasy that he had used all the sand on his engine in ascending the Beattock incline. He had some sand on his tender, which he could only apply to the wheels at one side of the tender. He might have taken sand at Carstairs, but he did not do so. He stated that he ran close up to the down distant signal belonging to Law's sidings at a speed of about 33 miles per hour, but he no doubt under estimated the speed of his train, as he is timed to run at the rate of 40 miles an hour over this part of the line. The down distant signal at Law's siding was at danger; but the driver of the mail train stated that he could not see the signal until he got close to it, owing to the fog. He said that he reversed his engine, whistled for the guard's breaks, and told his fireman to hold on, as soon as he noticed that the signal was at danger, but that he could not stop his train, and that he ran into the coal train at Law's siding at a speed of about 4 miles an hour.

The buffers and buffer-plank and the outside shell of the near side cylinder of the engine of the mail train were broken; the near side step of the tender, and the near side steps and handles of the three first vehicles of the mail train, were injured by the collision, but none of the vehicles of the train left the rails.

The guard of the mail train stated that he heard the driver whistle for the signals when he passed the down distant signal belonging to Law's sidings, but that he only heard the whistle for the guard's break after the train passed the overbridge, about 350 yards to the south of the sidings, and that he does not recollect this signal having been at danger when the limited mail arrived at any former time. The driver of the mail train said that he observed the coal train immediately after he had got through this same over-bridge.

If he could see the coal train from the bridge, he might have seen the down distant signal in ample time to stop his train; but I have little doubt that he thought he would whistle down this signal, and did not attempt to stop his train until he came in sight of the coal train. The accident was caused by the disregard by the driver of the limited mail of the down distant signal belonging to Law's sidings.

I have, &c.

F. H. RICH,
Lieut.-Col. R.E.

*The Secretary,
Railway Department,
Board of Trade.*

A copy of the above report was sent to the company on the 18th January 1870.

CALEDONIAN RAILWAY.

*McLean's Hotel, Glasgow,
22nd December 1869.*

SIR,

IN compliance with your minute of the 8th inst., I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances connected with the collision that occurred on the 6th December 1869, close to Lesmahagow Junction on the Caledonian Railway. Five passengers are reported to have been slightly hurt.

On the day in question, a passenger train, which consisted of an engine and tender, a third class, a break van, a first class, two thirds, one first, a break van with a guard, and a composite carriage, coupled in the order given, left Motherwell station for Holytown at 4.49 p.m. The train was 14 minutes late on leaving Motherwell. It was stopped before it reached Lesmahagow Junction, which is about three quarters of a mile to the west of Motherwell. The Lesmahagow

down distant signal was at "danger." There was a thick fog, and the lamp in this signal had gone out; but the driver, who was proceeding cautiously, noticed that the semaphore arm was at "danger," and he brought his train to a stand, with the last carriage about 150 yards inside the down distant signal. His engine was then within 10 or 12 yards of the break van of a mineral train, that was also stopped by the junction signals, in consequence of another train being in the way.

A goods train, which consisted of an engine and tender, nine loaded and eleven empty waggons, was waiting in a siding at Motherwell to proceed to Glasgow when the passenger train left Motherwell at 4.49 p.m. The goods train left Motherwell station six minutes after the passenger train. The line falls from Motherwell to Lesmahagow Junction on a gradient of 1 in 143. The driver of the goods train

stated that he went slowly down to the Lesmahagow Junction down distant signal, that as he passed it he saw a white light, but that he could not see the semaphore arm, owing to the fog, and believing from seeing the white light that the road was clear, he drove on at a speed of about 15 miles an hour. When he got about 100 yards within the down distant signal, he heard a man calling to him to hold on. He shut off steam, reversed, whistled for the guard's break, and his fireman put on the tender break, but he could not stop his train, which ran into the passenger train, and pushed it forward against the mineral train, which was about 10 yards in front of the passenger train. The two front carriages of the passenger train had their leading wheels knocked off the rails. The engine of the passenger train, and the engine of the goods train that ran into it, were slightly damaged. The carriage and a break van were also slightly damaged.

It is given in evidence that the passenger train had been brought to a stand about three minutes before the goods train ran into it. It is probable that it had been standing a longer time, as it had left Motherwell, which was only half a mile distant, six minutes before the goods train. There was ample time for the guard of the passenger train to have gone back to a sufficient distance to stop the goods train if he had been tolerably active in the execution of his duty, but he had only gone back 50 to 100 yards when he called to the driver of the goods train to stop. The driver of the goods train stated that he went back to the Lesmahagow Junction down distant

signal after the collision. (The up distant signal of Motherwell station is on the same post.) He stated that he found that the lamp of the down signal was out, and that it was the back light of the Motherwell up distant signal that he had mistaken for the down distant signal. The down distant signal had been extinguished by the brass cap which keeps the candle in its tube having been pushed off, and the candle having sprung out. This cap cannot have been properly twisted into its place by the man who lit the candle of the lamp.

The driver of the goods train ought to have seen the semaphore arm at danger as well as the driver of the passenger train who had observed it; but supposing the fog to have been more dense when the goods train passed the down distant signal, and the semaphore arm not to have been visible, the driver showed a great want of caution in approaching this signal, and a junction so crowded as Lesmahagow Junction is, at a speed of 15 miles an hour, when he had seen the mineral train leave Motherwell about 16 minutes before, and the passenger train about six minutes before he left the station.

It would be desirable that a line which is so crowded with traffic as the railway between Motherwell and Glasgow should be worked on the block telegraph system.

I have, &c.

F. H. RICH,

Lieut.-Col. Royal Engineers.

The Secretary,
Railway Department,
Board of Trade.

A copy of the above report was sent to the company on the 18th January 1870.

CALEDONIAN RAILWAY.

1, Whitehall,
4th January 1870.

SIR,

IN compliance with the instructions contained in your minute of the 18th ult., I have the honour to report, for the information of the Board of Trade, the result of my inquiry into a double collision between a passenger train, a van and engine, and a coal train, which took place on the 14th ultimo at Church Hill sidings, near Greenock, on the Glasgow and Greenock section of the Caledonian Railway.

Injuries in the shape of cuts, contusions, and shakes, are returned as having been sustained by eight passengers; the driver of the engine with only the van attached to it, and the front guard of the passenger train, were also slightly injured.

Church Hill sidings are situated about a mile from Greenock, and are used for depositing waggons for which there is no room at Greenock or adjacent depôts. There are two parallel lengths of siding on the north of the main line, joining the up line from Greenock to Glasgow with falling points about 500 yards east of the signalman's cabin, and one siding on the south of it, joining the down line from Glasgow to Greenock with falling points about 300 yards from the same cabin. There is a cross-over road connecting the up and down lines nearly opposite to the cabin. The signalman has a distant signal in both directions, that for the up line being 450 yards off, and visible for only about 200 yards; while that for the down line is 800 yards off, and well visible. There are no home signals. The distant signal handles and the point levers for the cross-over road are brought together close to the signalman's cabin, but they are not interlocked. The adjacent cabins are Hill End, about a quarter of a mile westward, and Ladyburn, about half a mile eastward. These cabins communicate between themselves and with other cabins by telegraphic bells used for signalling forward approaching trains, but there is no system of block telegraph in force on this part of the line, though it exists on that between Glasgow

and Paisley. The gradient near Church Hill sidings is very slight, rising, if anything, towards Glasgow.

On the afternoon of the 14th, at about 4 o'clock, an engine, tender, and 22 loaded coal waggons, left the south siding at Church Hill for Greenock, the signal man having ridden down on the engine to near the up distant signal, the candle of which he lit, and then returned to his cabin. On reaching Greenock yard the driver found there was no room for his train, and so returned as quickly as possible to Church Hill, pushing his waggons in front of him, and passing Hill End box at 4.36 by the train register kept there. As he passed the up distant signal it was showing no light, but the post was visible 30 or 40 yards off, the arm being down. On reaching the cross-over road at Church Hill the train was detained on the up road, with the engine sufficiently eastward of the points to allow another engine and van (which had arrived on the down line from Ladyburn, and wanted to cross to the up line to take a train out of the north siding,) to cross out of the way of a down passenger train from Glasgow to Greenock, which was due to pass at 4.40 p.m. As soon as this train had passed, at about 4.46, the coal train got into motion and commenced crossing to the down line, the other engine and van remaining on the up line on the Greenock side of the crossing. There is every reason to believe that the up distant signal had been put to "danger" by the signalman on the first arrival of the coal train, and had not been again taken off. All but the four last waggons of the coal train had cleared the up line, when, at about 4.48, the van attached to the other engine was run into by the engine of the 4.40 p.m. up passenger train from Greenock to Glasgow. The van and engine were sent forward into the waggons, one of which was knocked to pieces; the van had its wheels knocked from under it, and its end forced in. The breaksmen was fortunately not in the van. The engine attached to the van was slightly injured and had its trailing wheels knocked off the road; the driver, who was crossing

the foot plate to jump off just as the collision occurred, was thrown down and injured in the head. The fireman had jumped off in time, and was not hurt.

The passenger train which caused this collision had left Greenock for Glasgow at 4.43 p.m., three minutes late, timed to stop only at Port Glasgow and Paisley, being the mail train running in connexion with the limited mail from Glasgow to the south. The driver is accustomed to have a clear road, and does not expect to find signals against him. The train consisted of engine and tender, a composite second-class break carriage, with guard, one second-class, three first-class, one second-class and guard's van, coupled in the order stated. The driver, an experienced man 17 years with the Caledonian Company, states that on approaching Hill End the Church Hill sidings up distant signal was showing no light; that he slacked speed on approaching it, and shut off steam on passing it, at which moment he caught sight of the lights of the engine of the coal train; that he immediately afterwards got a hand-lamp signal from this engine, upon which he reversed, put on contrary steam, opened his sand pipe, and had his breaks applied; that his speed was thus reduced from 17 or 18 miles an hour, which it had been on passing the signal, to 7 or 8 on pitching into the van attached to the engine, the lights of which had been obscured, until he was close upon it, by the steam of the engine of the mineral train. Both driver and fireman of the engine of the passenger train remained on it, and were neither of them hurt. The buffers and buffer beam were broken, and framing slightly injured. Nothing left the rails in this train, and there was but slight damage to any of the vehicles. The head guard estimates the speed on collision at 18 miles an hour, and the breaksman of the mineral train at 30 miles an hour when about 100 yards from the point of collision.

This collision was caused by the driver of the passenger train neglecting to pay proper attention to a signal showing no light, and not pulling up as quickly as he might when he found it at "danger." A signal "out," according to the rules of the Caledonian Company for working over *foreign* lines, is to be treated as a danger signal, and the drivers acknowledge that they consider themselves bound by this rule when working on *their own* lines. The point of obstruction in this case was about 400 yards inside the distant signal, the latter being visible 200 yards off. Allowing for some slight hesitation (though there should have been none) on the part of the driver as to how he should act on find-

ing the lamp showing no light, it was perfectly possible for him to have seen the position of the arm for some yards before reaching it, and, on finding it at "danger," to have pulled up his comparatively light train in 400 yards, had he used all the means at his disposal for so doing; as it was, he no doubt went on with merely his steam shut off, till he actually *saw* the obstruction, and then, when too late, used the means at his disposal for stopping. The evidence of the head guard confirms me in this opinion of the driver's conduct, for he knew nothing of the danger till immediately before the collision, showing that there could have been no check of any moment to the speed until the van had been almost reached.

With regard to the signal showing no light, there appears no doubt but that it was lit and burning about 4 o'clock, was also burning dimly at about 5 o'clock (when it was seen by an independent witness), and was certainly not relit in the interval. It is, therefore, possible, that from some imperfection in the candle, the light might have been so dim as to have appeared out at the time the drivers of the coal and passenger trains approached it.

There appears to have been a breach of the company's regulations in the engine and van having been allowed to leave Ladyburn sidings and cross at Church Hill sidings seven minutes, at the most, before a down passenger train from Glasgow was due.

It also betrays great lack of proper arrangement for the coal train to have gone to Greenock, and have had to return to Church Hill for want of room at the former yard. This causeless journey of the coal train was really the secondary cause of the accident.

The position of the up-distant signal at Church Hill sidings might be greatly improved by moving it about 100 yards nearer Greenock, and providing it with a repeater. Home signals should also be provided, and both home and distant signals interlocked with the cross-over road.

I would suggest to the directors the expediency of introducing a rule as to signals "out" into their own regulations, and not letting it appear only in those for working over foreign lines.

This accident is one of those which would hardly have occurred under a proper system of block-telegraph working.

I have, &c.

The Secretary
Railway Department,
Board of Trade.

C. S. HUTCHINSON,
Lieut.-Col. R.E.

A copy of the above report was sent to the company on the 20th January 1870.

CALEDONIAN RAILWAY.

1, Whitehall, S.W.
29th January 1870.

SIR,

I HAVE the honour to report, for the information of the Board of Trade, that in compliance with the instructions contained in your minute of the 6th instant, I have inquired into the circumstances attending a collision which occurred at Lesmahagow junction near Motherwell station on the Caledonian Railway on the 31st ult.

Two passengers are returned as having received slight contusions, and an inspector of police in the service of the company had his eye bruised.

At Lesmahagow junction the lines from Coatbridge, &c. and South Side, Glasgow, unite, and then separate into those leading to Carstairs, &c., and Lesmahagow. The junction is provided with proper locking apparatus, the up signals for trains to Carstairs being on a post on the east side of the line, and those for Lesmahagow on the west side of it.

At about 6.30 p.m. on the 31st ult., a mineral train, consisting of a tender, engine, and 30 empty waggons, arrived at Lesmahagow junction from South Side to pro-

ceed to a siding on the Lesmahagow line. It stopped at some distance from the points, as an engine and van were standing on the road in front of it. As the driver of the mineral train pulled up, he gave two whistles, to intimate to the signalman where he wanted to go. After remaining there about three minutes, the up limited mail passed on its way to Carstairs, and at about the same time the engine and van went away through a crossing (a shunting operation not requiring a signal), and left a clear road for the mineral train. As soon as the steam from the engine of the limited mail, and that with only the van, had cleared away, the driver of the mineral train says that he saw the signal for the Lesmahagow branch showing a good green light, which he concluded was the signal for which he was waiting. He accordingly went ahead about a train's length, when he saw the same signal giving a mixed light, both white and green, upon which he slackened his speed, being still clear of the junction-crossings. Just at this time he observed a passenger train approaching from the Carstairs direction, which he at first thought was going to the South Side, Glasgow,

and in this case would not have come into collision with him, as he was still some distance from the point at which he would have crossed its course. Knowing, however, that something must be wrong, both from the mixed light shown by his own signal and from the approach of the passenger train, which (if he had really got his signal) must either have got a conflicting signal or be running against its signal, he shut off steam, and had his break applied. The tender had just reached the crossing of the lines to Coatbridge and from South Side when it was struck by the engine of the passenger train, which, instead of going to South Side, was on its way to Coatbridge, &c. The passenger-train engine struck the centre of the tender of the mineral train; the buffers of the latter were broken, and the waggon next the mineral engine knocked off the road.

The passenger train was one from Edinburgh to Glasgow (Buchanan Street station), via Carstairs, Motherwell, and Coatbridge. It consisted, on leaving Carstairs, of engine and tender, two first class, one composite, six third class carriages, and a guard's van, in which latter there were a guard and the inspector of police who was injured.

The train was 30 minutes late in leaving Motherwell (the passengers having been very numerous along the road), and was running through Lesmahagow junction (a short distance from Motherwell) at a speed estimated by the driver to be six or seven miles an hour, when he found himself in collision with the tender of the mineral train. He had seen nothing of it previously, as he was looking out for the next signals

a short distance ahead. All the wheels of his engine were knocked off the road, its buffer beam was broken, and framing slightly injured; but the train sustained no further damage. The guard and inspector of police were both knocked down in the van, and the latter injured about the eye.

On examination of the signal lamp, which had misled the driver of the mineral train, it was found that one of the sockets which held the lamp in its place was broken, and that its fracture had allowed the lamp to fall sufficiently outward from the signal post for the flame to be no longer perfectly covered by the proper glass. It might thus have shown green to the driver when at some distance from it, and as he got closer to it, and more under it, green and white, as stated by him. The socket was made of cast iron, of a polygonal shape, and had broken close to one of the angles; and, curious to say, on the previous night a similar socket of the very same lamp had broken in almost the same place. This had been at once replaced (by the one which broke on the 31st) by the signalman on duty. There appeared to be no sufficient cause to account for either of these fractures, but in consequence of their occurrence it is I understand wisely intended to use only wrought-iron sockets in future.

I remain, &c.,
C. S. HUTCHINSON,
Lieut.-Col. R.E.

*The Secretary,
Railway Department,
Board of Trade.*

A copy of the above report was sent to the company on the 15th February 1870.

CAMBRIAN RAILWAY.

*Board of Trade
(Railway Department),*

SIR,

Whitehall, 23rd November 1869.

IN compliance with the instructions contained in your minute of the 5th and 11th inst., I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 1st November 1869, at Carno station, on the Cambrian Railway.

Several passengers are reported to have been slightly cut and bruised, among whom was Lord Vane, the chairman of the company. The driver and fireman of the passenger train were also injured to such an extent that they were unable to appear and give their evidence on the 19th inst.

On the evening of the 1st inst. the 7.10 p.m. up goods train was about an hour and 15 minutes late in leaving Machynlleth for Welshpool.

The delay was caused by the late arrival of the Mid Wales train at Aberystwith. The 7.10 p.m. goods train was kept at Machynlleth, to await the arrival of some cattle that were forwarded from the Mid Wales Railway, via Aberystwith to Machynlleth.

The railway from Machynlleth to Welshpool is a single line with loops at the various stations. Moat Lane Junction is the station where the 7.10 p.m. up goods train is directed to pass the down passenger train, which is timed to leave Welshpool at 8.16 p.m.

Owing to the delay of the goods train at Machynlleth, the station-master at that station determined to alter the place where these two trains ordinarily pass each other, from Moat Lane Junction to Carno, and he gave the driver of the up mail train, which left Machynlleth at 6.56 p.m., a written order to that effect, to show to the station-master at Carno, and to the station master at Moat Lane Junction. Both these stations are "staff" stations. It appears that

some time since the station-master at Machynlleth gave over the charge of the train staff (by which the single line is worked) to the foreman of porters at Machynlleth, and that on the evening in question, although the station-master changed the ordinary train staff arrangements, he did not think it necessary to inform the driver of the 7.10 p.m. goods train of the change.

He trusted to the foreman of porters to do this, when the latter gave the train staff to the driver, but the station-master gave the foreman of porters no special instructions to do so. The foreman of porters deputed the duty of handing the train staff to the engine driver, to an assistant guard, and the result was that the driver of the 7.10 p.m. goods train left Machynlleth without any notice that he was to stop at Carno and pass the down passenger train at that station, instead of passing it as usual at Moat Lane Junction, which is seven miles east of Carno.

The guard of the goods train was informed of the change by the Machynlleth station-master, but the guard did not tell the driver of his train of the change, supposing that he would have been duly informed of it by the station-master.

The goods train left Machynlleth at 8.25 p.m. It consisted of two engines and tenders, 36 waggons, the greater part of them loaded, and one break van with two guards in it. There should have been two break vans according to the company's rules. One waggon was left at Ilanbrynmair station and three others were taken on from there.

The goods train was timed to stop at Carno, but it does not appear to have been in the habit of stopping if no waggons had to be dropped there.

The driver was in the habit of throwing his "train staff" on to the platform, and receiving the other from the station-master, as he ran past the station, at a moderate speed.

On the night in question the Carno station and

distant signals are reported to have been lighted, but both distant signals appear to have gone out before the goods train arrived. The Carno station signal was at danger.

The gradient of the railway falls from west to east. It is 1 in 149 to the west of Carno station, and 1 in 129 to the east of the station. There is a level space five chains long at the station.

The goods train approached Carno at a speed estimated at eight or ten miles an hour. It ran through the station, and about 438 yards to the east of the station it came into collision with the down passenger train, which was approaching in the opposite direction.

The guard of the goods train stated that he had put his break hard on, some time before he reached Carno, but one break van could have but little effect on so heavy a train descending the incline.

The driver of the train, as he did not propose to stop, only intended to check his speed sufficiently to enable him to seize the "staff" as he passed the station. He did not take measures to stop his train until he got to the station platform, and he found that the station-master, who was on the platform, would not hand him the "staff."

The down passenger train at the time of the collision consisted of an engine and tender, a composite, a second, a first-class saloon carriage, a third, a break van with a guard, a composite saloon carriage, in which Lord Vane was travelling, and a third-class carriage at the tail of the train. The guard of this train stated that it was travelling at a speed of about 10 miles an hour at the time of the collision.

The night was dark and a drizzling rain was falling. There was no light in the down distant signal, and the goods train probably intervened between the driver of the passenger train and the Carno station signal. It was stated that the light on the goods engine was the first notice of danger that the driver of the passenger train observed, and I was informed that when he first saw the light on the goods engine he thought that it was standing in the siding, instead of running towards him.

The passenger engine was a good deal damaged, and the tender of this engine was thrown off the rails, the carriage next behind the tender mounted on the tender. All the carriages of the passenger

train were more or less injured. The saloon carriage in which Lord Vane rode became uncoupled. This carriage and the third-class carriage at the tail of the train ran back down the incline for six and a half miles, until they reached the level about half a mile to the west of Most Lane Junction.

The driver of the passenger train jumped off as the collision occurred, but the fireman remained on the engine.

These two men appear to have been most injured. Lord Vane was cut in the forehead, and a student, who was in the train was reported to be still confined to his bed.

The guard of the passenger train was knocked down and cut, but he appears to have quite recovered.

The two engines of the goods train were damaged, but they remained on the rails. One waggon about the centre of the goods train was thrown off the rails, and some slight damage was done to the goods waggons, but the men in charge were not injured.

This accident was caused by the carelessness of the station-master at Machynlleth, in making the arrangements about changing the passing place for the up goods and down passenger trains. He has been dismissed from the company's service. This man appears to have performed a most important duty in a careless and inefficient manner.

The station-master at Carno has also been dismissed. He entrusted the cleaning and lighting of the signal lamps to his son, a boy of about 14 years of age, who was employed by the company to assist him in the duties of the station, during the absence of the porter.

There was negligence on the part of the drivers of the goods train in approaching Carno station (where the train was timed to stop) at such speed that they could not pull up, when they found the station signal at danger; and I think that the driver of the passenger train, who was approaching Carno station round a curve, might have seen the light of the goods engine running through the station, if he could not see the station signal, if he had kept a good look-out.

I have, &c.,

*The Secretary,
Board of Trade,
Railway Department.*

F. H. RICH,
Lieut. Col. R.E.

A copy of the above report was sent to the company on the 17th December 1869.

GREAT NORTHERN RAILWAY.

SIR,

Barnet, 20th August 1869.

IN compliance with the instructions contained in your minute of the 18th instant, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the night of the 16th instant, between an empty passenger train and a goods train, near the Barnet station on the Great Northern Railway.

The Barnet station is $9\frac{1}{4}$ miles from the King's Cross (London) station of the Great Northern Railway. The passenger platforms at Barnet are not opposite to one another, the north end of the up platform being a little to the south of the south end of the down platform. There is a raised signal-cabin, 25 feet south of the south end of the down platform, and the floor of this cabin is 16 feet above the level of the rails. The signalman is provided with telegraph apparatus in his cabin, both for speaking and for block signalling, as well as with levers for working two home-signals, two distant-signals, and a starting-signal (applying to a line on the east of the up platform), which is used for suburban trains starting from Barnet. There are sidings on each side of the line at each end of the station, and there are two cross-over roads

between the two main lines, and two through-crossings between the sidings and the main lines. There are altogether, including the slip-crossings, 10 pairs of points connected with the main lines, and four others leading from the sidings to the main line, none of which are worked from the signal-cabin. Of these, one pair of points (A), to which I shall have specially to refer, leading from the down to the up line, are immediately under the signal-cabin.

This cabin, for the purposes of the block telegraph system, is in communication with Whetstone cabin, 1346 yards to the south, and Enfield cabin, about $1\frac{1}{2}$ mile to the north of it. Besides being used daily for 65 through and stopping passenger and goods trains in each direction on the main lines, the Barnet station also accommodates every day 13 trains for which it is a terminus. The line is straight for upwards of half a mile, on a falling gradient of 1 in 200, from Barnet towards London.

On the night of the 16th August, the 11 p.m. passenger train from King's Cross reached Barnet in due course at 11.32, and the passengers were as usual landed on the down platform. The engine, which was a tank engine, and had travelled funnel first from King's Cross, was then uncoupled from the front of

the train by porter Headech, was turned by him through a cross-over road from the down to the up line, and was "run round" the carriages. After having been brought back to the down line, through the cross-over road south of the train, it was re-attached to the carriages, so as to be ready to take them empty from Barnet to Southgate. It was the ordinary practice with that train to take the carriages in this manner back to Southgate, and to employ them for an up train from that station on the following morning. The same porter, Headech, turned the engine from the up to the down line near the signal-cabin on the south of the train, who had also turned it from the down to the up line on the north of the train; and he further re-attached the engine to the empty carriages, in readiness for the return to Southgate. Headech performs the above duty of running the engine round the train, and re-attaching it to the empty carriages, whenever he is on *late* duty, which happens on alternate weeks; and it is his ordinary practice also, after first asking and obtaining the leave of the signalman, to hold over the points (A) above referred to, (through which the engine returns to the south of its train,) so that the train may run at once along the up line on its starting for Southgate.

It does not, however, start in the general way immediately after its arrival; and on the night in question, Headech left it as soon as the engine had been re-attached to it, for a purpose which I shall hereafter explain. He states that the train was standing still when he so left it, on the down road on which it had arrived, but in readiness to be turned to the up road for its return journey. The signalman on duty, Martin, saw Headech run the engine round the train, and noticed that he screwed up the coupling in re-attaching the engine to the south of the carriages, but he did not see him after he had done so until the accident occurred. While Headech was coupling the engine to the train, the engine-driver asked the signalman "Are we right away to-night?" and the signalman replied "Yes, when you're ready." About half a minute later the train started, at 11.35, or nearly so; and the points (A) not having been held over for it to pass to the up line, it went along the down line in the direction of Whetstone, on its way towards Southgate. When it had gone 20 to 30 yards past the signal-cabin, the signalman, who had already received from Southgate notice of the approach of a down goods train, gave Whetstone "in" on his *up* instrument, for the empty carriage train, to notify the departure of that train on the *up* line on its way to Whetstone; and then immediately "out" on the *down* instrument, to indicate that the passenger train had cleared the down line; and he further received within a few seconds from Whetstone "in" for the goods train, to intimate that it had left Whetstone at 11.35 (on the down line) for Barnet.

The above evidence is confirmed by that of the signalman at Whetstone, who exchanged signals with the Barnet signalman in regard to the two trains at 11.35.

The two trains were thus approaching one another in opposite directions on the down line between Whetstone and Barnet, and at 11.36½ the signalman at Barnet heard the shock of a collision between them. He saw "a blaze" immediately afterwards; and the fire which resulted continued to burn more or less till 4 o'clock on the following morning. The signalman at Whetstone also saw "a flash," and heard the shock of the collision, as nearly as he could tell, at 11.37. The collision occurred on the straight line, 14 yards from the commencement of the curve towards Whetstone, and 893 yards from the Barnet signal-cabin.

The passenger train consisted of a tank engine and nine passenger carriages; of which two, one at each end of the train, were fitted with breaks and with gas-holders. The engine, which was running tank first, was much damaged externally, but not in its essential parts. The break-carriage next behind it, and the two following carriages, were burnt; the fire having, no doubt, been fed in the first instance by the

gas from the gas-holder, which is said to have been about three quarters full, and which must have contained upwards of 200 cubic feet of gas. The gas-holder in the rear break-carriage was not affected, but the fourth carriage was slightly burnt, and the sixth carriage had its end driven in by the buffers of the seventh carriage. The leading and driving wheels of the engine were thrown off the rails, and the leading wheels of the break carriage were found to have been driven in under the engine, and to be between its leading and driving wheels. The engine-driver of this train had his thigh broken, the fireman was injured on his head and internally, but he has already left the hospital. The guard in the leading break-carriage was much injured by the collision, and his body was afterwards burnt. The guard in the rear break-carriage was injured, principally in the head.

The goods train consisted of an engine and tender, 19 waggons, and a break-van. It left King's Cross punctually at 11.5, and travelled in due course, after the passenger train, to Whetstone. The engine-driver slackened speed in obedience to the signals at that telegraph station. He passed the Whetstone cabin at about five miles an hour, and received an all right signal from the signalman when he was 20 yards beyond it. He then turned on his steam again, and after going 50 yards saw a white light in front of him, from a train which seemed to be on the down line, as the white light of the Whetstone up distant-signal shone upon it. He said to his fireman, "Look up, mate, here's a train meeting us;" and after shutting off his steam he jumped off his engine into the six-foot space between the two lines of rails just as the collision occurred. The fireman, who tried to leave the engine, was knocked off the footstep, and both he and the driver were injured by their fall, but the guard of the goods train does not appear to have suffered.

The goods engine, which was travelling at eight or nine miles an hour, and probably at considerably less speed than the passenger engine, had its buffers and buffer-beam broken, and its framing and valve-spindles bent, and was otherwise damaged, but it did not leave the rails. Four of the goods waggons were thrown off the line, and were more or less damaged. There were two green head-lamps on the buffer-beam of the goods engine.

This collision was caused by the points (A) leading from the down to the up-line not having been held over as the train of empty carriages left Barnet for Southgate in its usual course on the night in question. There were two porters on duty at Barnet—Headech, to whom I have already referred, and Campion. It has been the ordinary practice in the working of the station for the porter who detaches the engine, takes it round and re-attaches it to the carriages, to hold the points over afterwards when the train starts empty for Southgate. The above two men take "late duty" together, and these with two other men are on late duty on alternate weeks. They come on duty at 5.45 a.m., and remain, Headech till 7.30 p.m., and Campion till 5.30 p.m., when they are not on late duty; and during the late duty week they commence at 9 a.m., and leave duty, Headech between 11.40 and 12 midnight, and Campion at 1 a.m. When they are on early duty they are allowed, Headech half an hour for breakfast, an hour for dinner, and half an hour for tea, and Campion half an hour for breakfast, and an hour for dinner. When they are on late duty they have, Headech an hour for dinner and half an hour for tea, and Campion two hours for dinner and half an hour for tea. They are off duty every alternate Sunday. Campion does duty in the signal-box from 10 a.m. till 5 p.m. every fourth Sunday, and attends to station work from 7.30 till 10.30 a.m., and from 5 p.m. till 10 p.m., every second Sunday. Headech attends every second Sunday from 8 a.m. till noon, and from 5 p.m. (or dusk in winter) till 10 p.m.

Although the work performed is not hard, the duty hours of these men are undoubtedly very long.

Every night in the week except Monday there is a meat train from Scotland, which passes Barnet about

either between the points and the signals, or between the signals themselves.

With a view to the prevention of similar accidents, I would recommend that improvements of this description should be made at the Barnet station, not only with reference to the points (A), by the non-working of which the present accident occurred, but also with regard to the various other points at the station. These alterations, while entailing a general revision

of the signal arrangements at Barnet, will also, no doubt, lead to improvements at other stations on the Great Northern Railway more or less similarly circumstanced.

*R. G. W. Herbert, Esq.,
Board of Trade,
Whitehall.*

I have, &c.
H. W. TYLER.

A copy of the above report was sent to the company on the 1st September 1869.

GREAT NORTHERN RAILWAY.

*Board of Trade
(Railway Department),
Whiteall, 13th November 1869.*

SIR,

In compliance with the instructions contained in your minute of the 25th and 26th ult., I have the honor to report, for the information of the Board of Trade, the result of my inquiries into the circumstances connected with the accident that occurred on the 24th ult., at Welwyn Junction, on the Great Northern Railway.

Two persons were killed, a third died from the injuries that he received, several others were injured, and a guard who was in the front van was very much hurt.

A train, which consisted of an engine and tender, two horse boxes, one first, one second, one first, a guard's van with a guard, one second, one first, one second, one first, one second, one first-class carriage and a guard's van with a guard (13 vehicles in all), coupled in the order given, left King's Cross station for Peterborough at the proper time, 8 p.m. on the night in question.

The train left Hatfield at 8.56 p.m., one minute late. It travelled all right to Welwyn Junction, which is about two miles and a half to the north of Hatfield station. The signals at the junction were all right for the train to pass on the main line towards Peterborough. The engine and tender, two horse boxes, and the front carriage got safely through the junction, but all the other vehicles in the train got off the rails, except the guard's van at the tail of the train, which ran up the Hertford branch, and two wheels of the first-class carriage next in front of this van also remained on the rails on the Hertford branch.

The two horse boxes and the three carriages next to the horse boxes remained coupled to the engine and tender, and were brought to a stand 500 yards to the north of the junction. The couplings between the last of these carriages and the remainder of the train were broken, and the two last carriages in this front portion of the train had got off the rails on the right side.

Both the trailing springs of the last carriage but one of this lot were broken. One piece about three feet long was broken out of the top plate of the near-side spring, and was found 120 yards to the north of the Welwyn Junction. It was a fresh fracture, and had evidently been done after the carriage passed the junction points, by the jolting caused by the carriage getting off the rails. The six bottom plates of the off-side trailing spring were also broken; four of these plates showed fresh fractures, which were evidently done by the accident; the bottom plate had an old fracture, and in the plate next above it half the fracture was old and half new. These old fractures would not interfere with the safe running of the carriage. The carriage next behind this one had its axles bent. These injuries were evidently the results of the accident.

The front break van, the six carriages next to it, and the guard's van at the tail of the train became detached from the front part of the train, and came to a stop about 150 yards north of the junction. Two of these carriages were thrown on their sides on the

Hertford branch. One was thrown on the siding to the east of the Hertford branch line; the body of this carriage separated from the frame and wheels. The front guard's van and two more carriages stood across the up main line and the Hertford branch. The last carriage of the train stood on the Hertford branch line; the two front wheels only were off the rails; and the guard's van at the tail of the train stood on the Hertford branch line about 125 yards north of the junction points. Some of these vehicles were very much damaged.

The damage to the permanent way was very slight. The right-hand junction point had a slight mark at the right side of the point, but the injury was so slight, that from the evidence it appeared, that trains continued to run over the line without any alteration of the point, for some time after the accident.

The rail next to the right-hand point was slightly marked with the flange of a wheel, which had apparently mounted and had run along the rail for a short distance. The next mark found was on the ballast about 32 yards to the north of the junction points, and from that forward there were several marks caused by the carriages being off the rails. Some of the fish bolts were cut, and some chairs were injured. A check rail on the up main line was broken, there was a gash in the near side rail of the down main line, about 91 yards from the junction points, and the brick wall of the platform opposite to this rail was struck by the right leading wheel of the front guard's van, which was nearly turned round.

The rail of the up main line 100 yards north of the junction was also injured, and a rail in the siding at the east side of the Hertford branch, about 120 yards north of the junction, was broken, and the boundary wall a little to the north of this last rail was broken down.

It appears from the evidence that the passenger train ran past the Welwyn Junction signal hut, which is about 32 yards to the south of the junction points, at a speed of about 15 to 20 miles an hour. The speed was probably 25 miles per hour. The signalman stated that when the engine and two or three front vehicles had passed the junction hut he put back his main line signal to danger; it had been lowered for the train to pass. The signals and points at Welwyn Junction are made on the locking principle, and when the main down line signal was lowered, the points leading from the main line to the Hertford branch were locked, so that the train should pass along the main line towards Peterborough.

As soon as this main down line signal was put back to danger the points became unlocked, and I have no doubt that the signalman, without intending to do so, pulled the point lever while the train was passing, and thus turned a part of it down the Hertford branch, and the engine and carriages that had gone along the main line pulled the part that was turned down the Hertford branch off the rails.

It appears from the Welwyn Junction signalman's record book that he telegraphed "Down line clear" to Hatfield, where a Hertford train was waiting to start. He must have sent this telegraph before the Peterborough train had passed the junction, as it is

fairly to be presumed that he would not have telegraphed the line clear after he had heard the smash.

The Hertford train started from Hatfield in consequence of this telegraph, and was stopped at Welwyn Junction by the signals.

It is the custom on the Great Northern Railway to put up the signals to danger as soon as the engine and tender have passed a junction. The practice is a most dangerous one, as the signalman, from the force of habit of—constantly moving the points and signals in connexion with each other, is almost certain at some time or another to make the mistake of moving the point lever when he should not do so. No signal or point should be moved until after the train has passed clear of the points.

Moving the signal while a train is passing incurs also the risk that, if the point lever is not pushed well home, the vibration of the train passing through the points may move the points, and throw the train off the rails.

I do not think this was the case at Welwyn Junction, as the only way to account for the little injury to the points and rails at the junction is, by the train having been turned down the Hertford branch. This in my

opinion is proved by the position the carriages that had been thrown off the rails were found in, and by the guard's van being on that branch, without having been off the rails.

I would strongly urge upon the Great Northern Railway Company the necessity of altering their system of moving the signals while trains are passing through the junctions, and it would be desirable for the Company to revise their regulations and strike out such rules as No. 70, which states that "the speed of trains when approaching any junction must be slackened to 10 or 12 miles per hour." This regulation is never observed by any of the drivers of the express main line trains, and the services now laid down in their time-tables could not be performed if this regulation was observed.

The system of issuing instructions to the servants of railway companies which are not observed, is wrong.

I have, &c.

*The Secretary,
Board of Trade,
Railway Department.*

F. H. RICH,
Lieut., Col. R.E.

A copy of the above report was sent to the company on the 16th December 1869.

GREAT NORTH OF SCOTLAND RAILWAY.

*Railway Department,
Board of Trade,
1, Whitehall, S.W.*

31st January 1870.

SIR,

I HAVE the honour to report, for the information of the Board of Trade, in compliance with the instructions contained in your minute of the 3rd instant, the result of my enquiry into the circumstances attending the very serious accident which occurred near Huntly Station, on the Great North of Scotland Railway, on the 28th ult.

As the result of this accident, an engine driver, two firemen, and the chief inspector of the permanent way were killed, and another engine driver slightly injured.

In consequence of a fall of snow which had taken place on Saturday and Sunday the 25th and 26th ult., it was determined by the Great North of Scotland Railway Heads of departments to send out early on Monday morning, the 27th ult., a special train, consisting of two engines, with a snow-plough attached to the front one, and a guard's van containing a guard and a force of platelayers, to clear the road between Aberdeen and Keith, which is single. The leading engine was an ordinary six-wheeled engine and tender, with the driving and trailing wheels coupled, driven by the most experienced driver (of 16 years' service) in the company's employment. Attached to the buffer beam of this engine, by iron clips passing through vertical timbers 9 in. \times 4 in., was a small wooden snow-plough. This consisted of two faces of 2-in. planking meeting at an angle of 90° , the pointed end being $2\frac{1}{2}$ feet in front of the front face of the buffer beam. The top of the triangular space was planked over as far back as the buffer beam, was level with the bottom of the latter, and was 2 ft. 8 in. above the top of the rails; the faces were 2 ft. 4 in. high, the central portion for $1\frac{1}{2}$ ft. being vertical, and the top and bottom portions inclined to the front at 45° , the bottom of the faces standing 4 inches above the rail level. The faces ran back to two feet behind the buffer beam, the extreme breadth being $8\frac{1}{2}$ feet. Two horizontal pieces 6 $\frac{1}{2}$ in. \times 2 in. (to the front one of which the vertical pieces were connected) for strengthening the faces ran one in front of and one behind the buffer beam. The structure was further strengthened by means of wrought-iron straps and ties; and a small iron shoe was fastened to the

bottom of the front angle. To check the tendency of this angle to dip downwards, a chain was attached to the top of it, and passed round the funnel of the engine. The weight of the plough was nearly 500 lbs. The second engine was an eight-wheeled one, with the four front wheels on a bogie frame, and four-wheeled tender. Its driver had had 12 years service.

On this Monday morning the expedition had started from Kittybrewster (close to Aberdeen) and had reached Keith without accident; the engineer and chief inspector of the permanent way (the latter had been 16 years with the company, and 31 years altogether on railway work) having been on the leading engine. It was the first expedition of the kind that had been sent out for several years, any snow that had fallen in recent years having been removed by digging. No snow was met with more than three or four feet deep, and this the plough removed without difficulty; it had been intended that anything deeper should be removed by digging.

The traffic was kept open during the greater part of Monday, but towards evening drift-snow had so much accumulated in some of the cuttings, that it was found necessary to detain the last train from Keith to Aberdeen at Huntly.

In consequence of this the snow-plough expedition was again arranged to start from Kittybrewster at 1.40 a.m. on Tuesday the 28th ult. It was composed precisely as on the previous morning, except that on this occasion it was not accompanied by the engineer. The van contained two guards and fifteen platelayers. The night was clear, with very sharp frost. All went right as far as Gartley station (34 miles from Aberdeen and next to Huntly), which was reached at 3.28 a.m., where a careful examination was made of the plough, and all found right. At 3.35 a.m. (according to the clerk at Gartley, who had at 3.36 telegraphed to Aberdeen the departure of the train), it again started on its journey, and had proceeded about three miles, when the driver of the second engine (the only survivor of those who had been on the engines) felt a check to the speed on running into some snow in a cutting, and soon after emerging from it, found his engine going down the side of an embankment; he recollected nothing more till he came to himself lying among the coals near the foot of the embankment with his left leg bruised. His engine and tender were found (coupled together) on their

wheels outside the left-hand fencing at the bottom of the embankment (which is here about 18 feet high), having apparently twice turned completely over in the course of their descent. Their direction was parallel to that in which they had been running, the front of the engine being about 40 yards from the point at which it had probably first left the rails. The fireman of this engine was found lying half-way down the bank, quite dead.

The leading engine was standing on its wheels at the bottom of the embankment, on the right of the line, about 25 yards short of the other; the couplings between it and its tender had given way; and the latter was lying, wheels uppermost, on the side of and near the foot of the embankment about 10 yards a head of its engine. The inspector of the permanent way, driver, and fireman were picked up at different parts of the side of the embankment, quite dead, and injured in various ways.

The couplings between the second tender and van had given way, and the van was slewed round to the left, its leading wheels being slightly down the left slope of the embankment, and the rear wheels in the four feet. No one in the van was injured. The watch of the inspector was at 3.41 a.m., and that of one of the fireman at 3.40, when discovered.

The description of the line near the scene of the accident is as follows. From a point 55 yards on the south or Gartley side of that at which the leading engine was found the line runs perfectly straight towards the north or Huntley; south of this point it curves to the west for some distance with a 40-chain radius. The cutting previously alluded to commences at 100 yards, and terminates at 370 yards from the north end of the curve. The line from Gartley to the site of the accident (3 miles and 10 chains) consists of a series of falling gradients, with level spaces here and there, the gradient at the spot itself being 1 in 600. The permanent way is composed of double-headed rails weighing 72 lbs. to the yard, secured by outside keys to chairs weighing 21 lbs. each; these again being fastened by two spikes in each to half-round sleepers at 3 feet central intervals. From Gartley to the scene of the accident, and for 70 yards further north, the rails are fished at the joints; beyond this joint-chairs are still used, but the fishing is being proceeded with as fast as circumstances permit. The gauge round the curve was $\frac{1}{2}$ in. to $\frac{1}{2}$ in. slack, and the cant from $3\frac{1}{2}$ in. to $3\frac{1}{4}$ in., running out properly where the curve joined the straight. The first indication of any wheel being off the road was just at the north end of the cutting, 110 yards south of the commencement of the curve, and eight yards north of a point where some fragments of the plough were picked up. Here one of the right wheels (most probably the leading wheel) of the front engine must have mounted the right rail (though the mark of the mount was not visible), as the wedges from this point northward were indented by the passage over them of the flange of a wheel. Owing to the hard state of the ballast from the frost,

and from being partially covered by frozen snow, there were no wheel marks visible on the ballast itself. The indentation of the wedges on the outside of the curve could be traced as far north as its termination, when, in consequence of the road becoming straight, it was no longer possible for the engine to run (as it had apparently done up to this point) with its driving and trailing wheels on the rails, and the inside of its right leading wheel hugging the outside of the right rail; and it must have become necessary that either the road should burst, or the engine leave the rails entirely; the latter unhappily took place (owing, probably, to the rigid condition of the permanent way from the severe frost having kept it from bursting), and the engine ran at once down the bank with the sad consequences described above.

The cause of the wheel first leaving the rail was probably this:—At the north end of the cutting the previous night's operations had left a vertical wall of snow standing on the west or left of the line, and this had become frozen with a roughened face; the snow which had since drifted across from the westward had to some extent accumulated in the angle between this wall and the rails. The train must, if the times indicated by the watches are at all correct, have been coming at a very injudicious speed, viz., $3\frac{1}{2}$ miles in five or six minutes, or over 30 miles an hour. Owing, probably, to some sudden jump of the engine or other cause, the plough, which may have been somewhat injured by running too fast through the drift-snow in the previous part of the cutting, must have been brought into violent contact with this frozen wall of snow, and have had fragments broken off it, which, getting under the wheels, may well have caused one of them to mount. This seems to be the most reasonable explanation of the disaster, and to accord best with the observed facts.

The permanent way received very little damage; it was nowhere burst or out of gauge, and only 22 chairs and 29 fishplate bolts were broken. The engines too were much less injured than might have been expected; they were taken back to Kittybrewster on their own wheels, and I understand their repairs will not cost more than 100*l*. The wheels of both were fairly true to gauge when I saw them in the workshops. The right vertical beam of the plough remained attached to the buffer beam of the leading engine. Though the plough appears to have acted well in the deeper cuttings, and the present accident must be attributed rather to injudicious speed than to faults in its construction, I cannot think that the form adopted was a correct one. It would be surely preferable to make its point really plough-shaped, so that the shock received on entering a bed of snow may be made as gentle as possible.

I have, &c.

The Secretary
(*Railway Department*),
Board of Trade.

C. S. HUTCHINSON,
Lieut.-Col. R.E.

A copy of this report was sent to the company on the 15th February 1870.

GREAT SOUTHERN AND WESTERN RAILWAY OF IRELAND.

Board of Trade
(*Railway Department*),

Whitehall, 23rd September 1869.

SIR,

In compliance with the instructions contained in your minute of the 1st inst., I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 27th August last, close to Killarney station on the Killarney and Tralee branch of the Great Southern and Western Railway of Ireland.

Twenty-one passengers are reported to have received cuts and bruises.

One lady's nose was broken. The engine driver, fireman, and head guard of the train were also hurt.

A cattle show was held at Tralee on the day in question and on the two previous days, and many excursion trains had been run to that station.

The excursion train that met with the accident arrived at Tralee from Cork, about 10.30 a.m. on the 27th ult.; it was timed to return at 5.30 p.m. The train left Tralee on its return journey at 5.40 p.m.,

and reached Farranfore, which is the only station between Tralee and Killarney, at 6.14 p.m.

The approach to Farranfore station from Tralee is on a rising gradient of 1 in 100. The line adjacent to the platform is level for about 200 yards, and it rises on a gradient of 1 in 120 as it leaves Farranfore station.

The Killarney and Tralee branch of the Great Southern and Western Railway, is a single line with sidings and loops at the stations.

The excursion train consisted of an engine and tender, a third-class carriage with break compartment and a guard, three second, two first, two composite, three third-class carriages (the last of which had a break compartment and another guard), and three horse boxes.

The coaches and horse boxes were coupled together in the order given.

The engine driver, on arriving at Farranfore, stopped his train before the engine had reached half-way up the platform. He told the station-master that he had forgotten to obtain the train staff on leaving Tralee, and requested the station-master to allow him to place the train in the siding, and then return to Tralee with the engine, to obtain the train staff. The fireman appears to have joined the engine driver in this request; but the station-master very properly told the driver that he could not return to Tralee, that there were three more trains to follow, and that he should have brought a train ticket and not the train staff. He directed the driver to pull his train further forward, so as to bring all the carriages up to the platform and allow the passengers to get out. The driver then moved his train forward, but did not stop until he had gone so far that the last carriage of the train was about 80 yards beyond the platform. He was then called back, and this time he stopped his train at the platform, and the passengers for Farranfore alighted. The station-master then gave the engine driver a train ticket to proceed to Killarney, and the train left Farranfore at 6.20 p.m.

Killarney is about 11 miles from Farranfore. The railway about two miles from Killarney falls towards the latter station on a gradient of 1 in 100. It changes to 1 in 120 as it approaches the ticket platform, and then rises for about 200 yards on a gradient of 1 in 72 till it reaches a stop buffer and earth bank which form the end of the line.

The train is supposed to stop at the ticket platform, which is at the bottom of the incline and to be pushed backwards into Killarney station after the passengers' tickets have been examined.

On the day in question the train appears to have been running at considerable speed when it reached the top of the bank, two miles north of Killarney. The second guard stated that, owing to the speed at which the train was running, he applied his break as he passed an over-bridge, which is situated about 1,630 yards from the ticket platform, and the head guard, who was travelling in the hind van, applied his break when passing an over-bridge, which is about 700 yards from the ticket platform.

The auxiliary signal, which is 462 yards from the ticket platform, can be seen at about 720 yards from the ticket platform. This signal was at all right for the train to approach the ticket platform, which it did at a speed three times greater than usual, according to the evidence of the persons who witnessed it from the Killarney station platform.

The driver appears to have shut off steam when he was about 900 yards from the ticket platform, and to have whistled for the breaks and reversed his engine as he passed the auxiliary signal. Judging from the evidence and the position of the engine after the accident, he must have run into the stop buffers at the end of the siding at a speed of at least 12 to 15 miles an hour.

The engine broke the buffers, mounted the bank of earth behind the buffers, and came to a stand against

the abutment of an over-bridge, about 20 feet beyond the stop buffers. The front wheels of the tender were also thrown off the rails, and the two hind wheels of the third-class, and the two front wheels of the second-class carriage next to it, left the rails. The other vehicles remained on the rails. The front end of the second-class and the rear end of the front break-van next to it were damaged, and the engine and tender were slightly damaged. The engine driver remained on his engine, and did not appear to have been much hurt; the fireman jumped off, and although he did not feel hurt at the time, he was in bed and appeared seriously ill when I saw him, on the 14th instant. The guard in the leading van jumped out and was not hurt, but the head guard in the rear break was knocked down and bruised.

The station-master at Farranfore appears to have had some doubts as to the sobriety of the engine driver. He was in an excited state and brought his train alongside the platform very badly; but he was not personally acquainted with the man, and on his inquiring from the guard as to the driver's state, he was assured that he was "all right." Mr. Ilbery, the General Manager of the Great Southern and Western Railway, saw the train arrive at Killarney, ran to the place of collision at once and spoke to the driver. He also thought him queer and sent a policeman to examine him, but the latter also reported that he thought him sober, but that he was flurried and hurt by the accident.

The driver and fireman appear to have gone into the town of Tralee, as soon as they had put away their engine, after arriving at that station on the morning of the 27th instant. They stated that they went to get some breakfast about 11 a.m., and the fireman stated that he returned about 12 o'clock to the station, and that the driver returned about 12.30 p.m.

The latter stated, on the contrary, that he went into a chapel and did not return till after four o'clock. They were on their engine some time before the train left Tralee, and no one appears to have noticed anything wrong about them before they left that station. When the train had got about $1\frac{1}{2}$ miles from the station on its way to Farranfore, the driver told the fireman that he had come away without the train staff; but instead of stopping, taking proper precautions to protect the train, and sending back for the staff or ticket, as he should have done, he and the fireman agreed to run on to Farranfore.

When I examined these men, the fireman admitted that he recollected that the driver wanted to run back from Farranfore to Tralee for the train staff, but the driver denied wanting to do so, and both of them stated that the train was not moved from the time it stopped at Farranfore until it left for Killarney, although there is no doubt that it was moved twice before it was properly placed at the platform.

It appears, further, that the engine driver did get the proper train ticket on leaving Tralee, but forgot all about it. He found it in Cork in the breast pocket of his coat, several days after the accident.

There appears to be no doubt that the engine driver and fireman were not in a fit state to do their duty, and that the accident was the result of the engine driver's misconduct. He has been 20 years an engine driver in the Great Southern and Western Railway Company's service. He had been suspended from duty since the accident.

I recommend that the blind siding and stop buffers, where the accident happened, be dispensed with, and that the branch line to Tralee be carried for some distance alongside the line from Killarney to Mallow, and be joined to that line.

*The Secretary,
Board of Trade,
Railway Department.*

I have, &c.,
F. H. RICH.

A copy of the above report was sent to the company on the 7th October 1869.

GREAT WESTERN RAILWAY.

SIR, Derby, 21st Dec. 1869.

IN compliance with the instructions contained in your minute of the 9th inst., I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the collision, that occurred on the 8th December, near the Cradley station on the Great Western Railway,

The Cradley station is $9\frac{1}{4}$ miles from Birmingham, and $2\frac{1}{4}$ from Stourbridge, on the Stourbridge extension section of the Great Western Railway. It is approached from the direction of Birmingham on a falling gradient of 1 in 50, a mile and three quarters long; which is followed by a gradient of 1 in 250 through the station yard. There are several sidings on the north of the line, which are connected with the down or south main line on the west, and with the up or north line on the east of the station, and also with certain private sidings. The main lines curve on a radius of 21 chains towards the south, between the station platforms and the west end of the sidings. There are two stop-blocks, provided with padlocks and keys, on the sidings, about 370 yards west of the cabin, for the protection of the main lines; but there is no signal applicable to the sidings at either end of them.

This section of the Great Western Railway, between Handsworth Junction and Stourbridge, for a distance of $8\frac{1}{2}$ miles, is worked on the absolute block system; and there are in the cabin at Cradley, disc instruments for block purposes, in addition to speaking instruments and bells. The signalman stationed in this cabin is supplied with two home signals and two distant signals, worked from the exterior, but from within a few feet of the cabin. He has also charge of the keys of the padlocks by which the siding switches and stop-blocks are secured; and he is required by a *duty paper*, issued on the 5th May, and to be in force until further notice, "to retain the keys of all switches and stop-blocks, no train being allowed to leave the station when they are absent." The signalman is not intended to leave his cabin for the purpose of locking and unlocking the siding padlocks, but to hand the keys as they are required to the yard foreman, who is held responsible for returning them to him; and it is understood by his inspector and superintendent to be his duty, in accordance with the instructions above quoted, to keep his signals at "danger" while the keys are away from his cabin. This signalman has charge also of a level-crossing on the east of his cabin.

The 4.45 p.m. fast passenger train from Birmingham to Worcester, Hereford, and South Wales, left the Birmingham station at 4.47 on the afternoon in question, consisting of a tank engine, four carriages, and a break-van. Two more carriages, one of which was a break-carriage, were attached to it at the Smethwick Junction, 4 miles from Birmingham; and the combined train was not due after leaving Smethwick, to stop until it reached Stourbridge. It travelled at its usual speed from Smethwick towards Cradley, and the head guard heard the engine-driver whistle for the breaks about a mile and a quarter before he reached Cradley. The breaks were therefore applied, but were taken off again, on a short whistle from the driver, a quarter of a mile from Cradley, after passing the Congreaves Junction, and, apparently, on his finding the Cradley signals at "all right." The guard heard no further signal from the engine-driver before he felt a sudden shock, in consequence of the engine of the passenger train coming into collision with a goods train which had come out of the sidings and fouled the main line.

I have yet had no opportunity of examining the driver of the passenger train, who was too ill to attend at Cradley when summoned to do so; but I am in-

formed that he only saw the goods train, and a red light from the guard of that train, in time to shut off his steam just before the collision occurred.

The engine of the passenger train fell over on its side on a siding south of and about 18 inches below the level of the main line. The corner of the buffer plank was broken, as well as the tank and coal box on the left side. The van next behind the engine was smashed to pieces, and all the carriages were more or less damaged, though the two carriages belonging to the London and North-Western Company, which were at the tail of the train, remained on the rails. The engine-driver was much injured on the hip and ankle. The fireman was killed on the spot, having been crushed and cut in two between the engine and the coal-box. The guards escaped uninjured. One of the passengers was much bruised and shaken, and three others complained of slighter injuries.

The signalman who was in the cabin at Cradley has done duty there for about six years. He came on duty at 7 a.m. on the 8th of December; and he states that he handed the bunch of keys to the yard foreman about 3.30 p.m., that he might allow a goods train from Oldhill to be shunted into the sidings, from the east end of them. He saw the engine fetching trucks out from Messrs. Swindall and Evers' private siding, and placing them in the goods yard; he observed that the trucks were being weighed, and he was aware that the engine and some of the waggons would be brought upon the main lines while the train was being marshalled and before it could go away. He allowed a stopping passenger train to proceed towards Stourbridge at 5.3 p.m., according to his record book. He received and booked a signal at 5.7, which indicated that the fast passenger train was approaching from Oldbury; this notice having been given from Rowley as soon as the signalman at Oldbury, after asking if the line was clear to Rowley, received a reply in the affirmative. After giving line "clear," and after lowering his home signal and his distant signal, he went down, about 5.8, toward the siding switches (which are 376 yards from the cabin), and more than half-way to those switches, to assure himself, as he states, that the line was clear for the fast train. He took his hand-lamp, which showed a white light, with him, and he observed that the engine and waggons were then safely in the siding. He went back to the signal cabin, received "train on line" from Congreaves Junction, replied by giving one beat on the bell, and pinning down the red key, and waited until the fast train passed him at 5.13. He then signalled it to the next cabin at Hayes Lane, about three quarters of a mile in advance. He did not hear the collision, and was not aware that the goods train had fouled the main line until he heard from the passengers that a collision had occurred. He saw nothing of the yard foreman from the time when he gave him the keys, about 3.30, till after the collision.

The yard foreman on duty, who has been $3\frac{1}{4}$ years at the station, began work at 7 a.m. He received the keys of the switches and stop-blocks from George Civil, the checker, who had been taking his place while he was at dinner, at 3.30, or thereabouts, and he kept them, because they were required, for shunting in and out of the yard, until the collision occurred. He says that he exchanged hand signals with the signalman between 4 o'clock and 4.30 p.m., as he shunted waggons to and from the main line. After that time he went to do shunting and weighing, and to assist in loading in different parts of the yard. Having given a hand signal to the signalman to indicate that the main lines were clear, he did not take the keys back to the signalman, because he knew he should require to use them again within a short period. He had, he says, pulled the stop-blocks across the siding, but had not placed the padlocks on

them, because he knew that he should have to open them again as soon as a mineral and two passenger trains had passed on the main line; and he states that this mode of working was in accordance with his usual practice. He did not think it necessary to keep the stop-blocks or switches locked, or to take back the keys to the signalman, because they required to be used shortly afterwards; and he expected that the signalman would allow the trains to pass on the main line, in reliance upon the signal which he made to him, that the main line was clear. He went down, about 15 or 20 minutes before the collision, to the goods engine standing nearest to the switches on the siding, and he said to the driver, "You cannot go out until the passenger trains have gone." Ten or fifteen minutes later the driver or fireman shouted to him while he was engaged in other work, "How is it?" and he replied, "You cannot go till the express is gone." He had no further communication with the driver or with any one connected with the goods train before the collision occurred, and he was then about 200 yards away from the siding stop-blocks. Knowing that no other person would be justified in removing the stop-blocks, or in giving the driver permission to leave the siding and go out upon the main line, he had no apprehension that the engine would have fouled the main line until his return.

The station master, who has been in charge at Cradley for four years, was in the signal cabin on the platform about 10 minutes before the collision occurred. The signalman asked him, after the slow train had passed, to remain in the cabin while he went down the yard. The home and distant signals were then at "danger," and both lines were blocked by the telegraph instruments. The station master did not know why the signalman went down the yard, but he observed that he took his hand-lamp with him, and he remained in the cabin until he returned, after an absence of three or four minutes. He saw him lower his main and distant signals, and give "line clear" on his telegraph instruments, about seven minutes before the collision. The station master was still in the cabin while the fast train went by at 5.13, and his attention was only called to the collision by his hearing the wire of the up distant signal break.

The goods train, a portion of which was thus in the way of the fast passenger train, left Oldhill, two miles from Cradley, at 3.15 p.m. on the day in question, and was placed in the sidings at Cradley about 3.30. It consisted of an engine and tender, 15 loaded coal-waggons, and a break van. These waggons were to be weighed at Cradley, and to be left in the sidings there while the engine and tender went to Homer Hill to fetch other waggons for the same destination. By 4.45 p.m. the whole of the work was done from Oldhill and from Homer Hill, and the waggons were collected on two sidings, Nos. 1 and 2, and one shunt on the main line only was required to form the train into one previous to its departure for Stourbridge. Shortly after 5 o'clock the goods guard came to the engine and said to the engine driver, "What are you standing here for?" and the engine driver replied, "For a signal." The engine driver then, on being told by the guard to do so, whistled, he says, to the signalman several times, but he could not get a white light, which he awaited before going out on the main line. He then looked out for the yard foreman, and on the guard saying to the fireman, "Try him again, Philip," the fireman blew the whistle, and said to the driver, "All right, Tom." The driver, fireman, and guard say that they then saw a white light from the box, apparently in a man's hand; and the guard, having looked at the stop-blocks, and having seen that they were off the rails, ordered the engine driver to proceed towards the main line.

The driver at once left the siding and ran out on the main line, with 10 waggons attached to his engine. While on the main line he looked towards his guard for instructions, and saw, first a white light directing him to go further, and then a red light telling him to stop. At that moment he saw the lights of the ap-

proaching passenger train, and he had only just time to jump off the engine before the collision occurred.

The third waggon from the goods engine was struck by the engine of the passenger train, and broken to pieces, and two other waggons were much damaged. The upper framing of the goods engine and the handrail were broken, and the sand box was knocked off, but the engine and tender remained on the rails. The fireman of the goods engine, who had not time to jump out of the way, was injured.

These servants of the company with the goods train were all experienced men, who had been working on this and other parts of the line for several years. The excuses they make for thus fouling the main line are, that the stop-blocks were off the rails, that they saw a white light from the cabin, and that they supposed the fast train had passed. It is true there was no siding signal as a distinct instruction to them, but they cannot be considered to have used as much caution as they ought to have shown before thus fouling the main line; and it seems evident that there was no hand signal given to them, which would justify their having done so.

The signalman asserts that he heard no whistle whatever from the goods engine, and that he made no signal to the goods train; but he admits that in walking along the line he held his hand-lamp in such a way as to show a white light towards the goods train. Neither the station master, nor the yard foreman, nor the horsekeeper heard any whistle whatever from the goods engine.

There is no means of ascertaining positively whether the servants of the company with the goods train, or the yard foreman, speak correctly as to the stop-blocks; the latter asserting that he left them across the rails, and the former that they were not across the rails.

This collision has resulted, then, under a block system of telegraph working, from a goods train being brought from a siding upon the main line in the way of an overdue non-stopping passenger train. No blame can be attached to the engine driver of the passenger train, inasmuch as the signals were admittedly lowered for him to pass through the station, and the first warning which he received of his danger did not even allow him time to slacken his speed.

The evidence as to the usual practice in working these sidings, and as to the circumstances under which the goods engine and waggons were brought out upon the main line on this particular occasion, is somewhat conflicting. The principle laid down in the *duty paper* of the 5th May, of allowing no train to "leave," (and, *a fortiori*, it may be supposed, to pass without stopping through) the station when the keys of the switches and stop-blocks were absent from the signal cabin, has not been adhered to. It would, no doubt, have been difficult to carry it out in practice, especially as the siding points were 376 yards from the cabin. The yard foreman could hardly be expected to carry the keys backwards and forwards over that distance whenever a train was due to pass the station in the middle of his shunting operations. Rules of this description, difficult or impossible to obey, are naturally more or less disregarded. The yard foreman and the signalman got into the habit of exchanging hand signals with one another in regard to the main line being clear or obstructed, and the yard foreman, retaining the keys, became responsible for the safety of the main line in connexion with the sidings. The yard foreman, also, went a step further. Not only did he keep the keys, but he left the stop-blocks and switches unlocked while the sidings were occupied by a shunting train, and while other trains were passing on the main line; and, if the engine driver, fireman, and guard of the goods train are to be believed, he even left the stop-blocks off the rails. On this latter point I am by no means convinced; but in any case the goods guard ought to have obtained either permission from the yard foreman or a distinct hand signal from the signalman before he ventured to order his engine-driver out on the main line. It is quite

possible that the lamp of the signalman, as he walked towards the goods train, may have been seen from the goods train, or that the driver and guard of the goods train may have seen some other white light from the direction of the signal cabin which they understood to give them permission to leave the siding.

There is some excuse for all of these men in the general laxity of discipline consequent upon their working under the disadvantage of a rule which it was hardly possible to carry out, and upon the absence of other appliances necessary for safety. The remedy which is required with a view to the proper working of these sidings for the future is obvious, in the ad-

dition of a siding signal, worked by a wire from the signal cabin; and this siding signal should be interlocked with the main line signals and with stop-blocks or safety points on the sidings. These various servants of the company would thus be prevented from causing such an accident, and the signalman would be unable, even to lower his siding signal, or to make it possible for an engine to leave the siding when his signals were lowered for the passage of a train along the main line.

*The Secretary,
(Railway Department),
Board of Trade.*

I have, &c.,
H. W. TYLER.

A copy of the above report was sent to the company on the 13th January 1870.

LANCASHIRE AND YORKSHIRE RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 7th August 1869.*

SIR,

IN compliance with the instructions contained in your minute of the 16th ult., I have the honour to report, for the information of the Board of Trade, the result of my inquiry into an accident which occurred on the 9th ult., in consequence of a portion of a train belonging to the Lancashire and Yorkshire Railway Company leaving the rails at Springwood junction, the joint property of the London and North Western and Lancashire and Yorkshire Railway Companies, but maintained by the former company.

No passengers or servants of the company are stated to have been injured in consequence of this accident.

Springwood junction is situated in an open space between two tunnels, and is about a quarter of a mile from Huddersfield station. At it a Lancashire and Yorkshire line to Holmfirth and Sheffield leaves the London and North Western line from Huddersfield to Manchester. The signals and points at this junction are interlocked. As the 12.18 p.m. train from Huddersfield to Holmfirth, consisting of an engine and tender, (running tender first,) four carriages and a waggon, was approaching the junction at a speed of about 20 miles an hour, the fireman, who was looking to see if the facing points were right, perceived, when about 15 yards from them, that the left-hand switch, instead of being open, was close against the standard rail, the right-hand switch being also close to its rail. He immediately shouted to his driver to "hold on." Upon this the latter shut off steam, and had got his engine partly reversed, when, from the increasing tightness of the gauge between the switches, it and the tender mounted, and left the rails, running on for about 50 yards before stopping. The first carriage also left the rails, but the remainder of the train did not do so. The feed pipes were broken, the tender framing injured, and there was slight damage done to some of the carriage buffers. In the permanent way nine chairs were broken; one switch and one rail were bent.

The cause of the left facing switch not working was

A copy of the report was sent to the London and North Western and Lancashire and Yorkshire Railway Companies on the 21st August 1869.

LANCASHIRE AND YORKSHIRE RAILWAY.

*1, Whitehall, S.W.,
25th August 1869.*

SIR,

I HAVE the honour to report, for the information of the Board of Trade, the result of my inquiry, ordered by your minute of the 21st ultimo, into the circumstances attending a collision between an excursion train and a goods train, which occurred at Lostock Hall junction (near Preston) on the Lancashire and Yorkshire Railway on the 17th ultimo. Three passengers are returned as having been injured

by the collision, but their injuries are believed not to be of a serious nature. The fireman and one of the guards of the excursion train were also somewhat hurt.

Lostock Hall junction is near Preston on the main line from Preston to Liverpool, and is connected by a short branch, 1,000 yards long, with the main line from Blackburn to Preston, the junction of this branch and the latter line being called Bamber Bridge junction. The two main lines unite about 1,000 yards

*The Secretary
(Railway Department),
Board of Trade.*

I have &c.,
C. S. HUTCHINSON.,
Lieut. Col. R.E.

from these junctions, and then form one line into Preston.

The branch line between Lostock Hall and Bamber Bridge junctions is not much used for passenger traffic, except for excursion trains from Blackburn, &c., not passing through Preston, but goods trains frequently run over it.

The line from Blackburn descends for some three miles at 1 in 100 to Bamber Bridge station, about 700 yards from the junction; it then falls at 1 in 300 from the station to rather more than half way between the two junctions, and then at 1 in 220 to Lostock Hall junction.

The latter junction is supplied with the usual signals, the distant signal towards Bamber Bridge being 500 yards off, and well visible to an approaching train. Bamber Bridge junction and station have also proper signals well placed for being seen. There is a curve on the branch between the two junctions which prevents a train standing near the Lostock Hall end being seen from an engine approaching from Blackburn until after Bamber Bridge junction has been passed some little distance.

At about 9.8 a.m. on the morning of the 17th ultimo, a pick-up goods train, consisting of engine and tender, 8 full, 20 empty waggons, and a break van, which had left Blackburn for Lostock Hall goods yard at 8.45 a.m. (half an hour late), was stopped at Lostock Hall junction until the express train from Preston to Liverpool, then almost due, should have passed. The goods engine came to a stand on the branch 10 or 12 yards short of the junction, the distant signal which had been lowered for it to pass having been again put to danger to protect it. The train had been at a stand three or four minutes when its driver heard the engine of an excursion train (which he knew was following him) whistle for the breaks, and judging from what he heard and saw that it was likely to pitch into his train, he drew ahead, and had just got through the junction when the collision occurred. The Lostock Hall junction signalman put his Preston signal to danger just in time to stop an engine (which as it happened was before the express) from running into the goods train, and thus averted a second collision. The excursion train in question had left Sowerby Bridge for Liverpool at 7.17 a.m. (a few minutes late), made up as follows: a six-wheel coupled engine and four-wheeled tender, two carriages and a single break van, four carriages, two carriages and a van with Newhall's patent breaks, 13 carriages, and finally two carriages and a van with Fay's patent breaks, making 26 vehicles in all, with three guards and seven breaks, exclusive of the tender break. The driver had been only nine months regularly employed as such, but had been fireman and occasional driver for six or seven years previously. The head guard of the train had had seven years' service in that capacity, but the other two were porters acting occasionally as guards. The train had stopped at Accrington and Blackburn, but had received no caution of a goods train being in front at either place. At Blessington, about six miles from Lostock, the driver had been shown a green flag (implying train ahead between five and ten minutes), but this was not repeated either at Hoghton or at Bamber Bridge station or junction, though the excursion train must in all probability have been gaining on the goods train. The driver states that he had shut off steam at the top of the long incline of 1 in 100, and passed Bamber Bridge junction (where the signals had been taken off on his whistling) at a speed of 16 to 18 miles an hour (the speed is, however, estimated as 30 miles an hour by the Bamber Bridge junction signalman and the station master). On passing Bamber Bridge station, the driver states that he whistled for the Lostock Hall junction signals, and that finding neither distant signal nor semaphore was lowered, he whistled for the breaks just after passing Bamber Bridge junction, his fireman at the same time applying his tender break; that finding

his speed very little reduced he reversed, and put steam against his engine just as he reached the distant signal post, and caught sight of the goods train in front of him, and that he had reduced the speed to about 10 or 12 miles an hour, when the collision took place at 10 or 11 minutes past 9. Both he and his fireman jumped off; the latter fell down, and was hurt. The effect of the collision on the goods train was to drive the van, which had become detached from the remainder of the train when the driver moved ahead, into the tail of the train, and to knock it and the six last waggons off the line, the van and five last waggons being a good deal damaged. The engine of the passenger train left the rails with all its wheels, and had its buffer plank and feed pipes broken, but was able to be removed on its own wheels; the three front carriages also left the rails with all their wheels. No couplings gave way. The guard, who was in the third carriage, was thrown down, and had his leg hurt.

In contradiction to the driver and fireman of the passenger train, and also to other evidence, the three guards of the train all state that the Lostock Hall junction distant signal was *off* as they approached and passed it. Two of them acknowledge that they heard the driver whistle for the breaks between Bamber Bridge junction and the distant signal, and they all declare that they got their breaks applied between the junction and distant signal post, between which latter point and the vans of the goods train there must have been an interval of nearly 300 yards. I can only therefore regard their statement as to the distant signal being *off* as untrue, and made to cover their want of promptitude in applying the powerful breaks they had at hand, and which, if applied promptly, would, I have little doubt, have almost if not quite have prevented the collision.

But while censuring the guards for want of promptitude in applying their breaks, and also for making what I cannot but look upon as a false statement concerning the signal, the driver of the train must be regarded as principally to blame for causing this accident. There is no doubt that he was running down a long sharp gradient, ending in a junction, at a pace which quite took the management of the train out of his own control, and one far exceeding that laid down by the rules of the company for excursion trains, viz., 20 miles an hour. At the same time it is almost unreasonable to expect that a driver, knowing that his train is provided with means for stopping it within a very short distance, should not to a certain extent depend on those means; and this accident tends to show how desirable is the invention of some simple method by which the control of continuous breaks should be placed in the hands of the man who is held responsible for the safe conduct of the train.

Had the rule of the company, as to the exhibition of a caution signal for ten minutes after the passage of a train, been attended to at Bamber Bridge station and junction, the accident might not have occurred; but so long as the keeping of train registers is not enforced this rule must be more or less a dead letter.

This accident adds another to the list of those which would in all probability have been avoided had the block telegraph system been in force.

The position of the Lostock Hall junction distant signal towards Blackburn would be much improved by removing it further off; indeed the same signal might serve for it and the Bamber Bridge junction signal.

The signals and points at the junctions alluded to in this report are not worked upon the locking system.

*The Secretary,
Railway Department,
Board of Trade.*

I have, &c.
C. S. HUTCHINSON,
Lieut.-Col., R.E.

A copy of the above report was sent to the company on the 10th September 1869.

LANCASHIRE AND YORKSHIRE RAILWAY.

Whitehall,

SIR,

14 September 1869.

IN compliance with the instructions contained in your minute of the 27th July, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances attending a collision which occurred on the 24th July between a passenger train and an engine near Clifton junction on the Lancashire and Yorkshire Railway. Four passengers are returned as having been cut and bruised in consequence of the collision.

Clifton junction is the point at which the main lines from Manchester to Bolton and Bury diverge. There is a station close to the junction in the fork between the two lines, and there are extensive sidings on the Bolton side of the station, connected with both the Bolton main lines. The junction signalman's view of these sidings is impeded by an overbridge, 270 yards from his box, on the North or Bolton side of it. There are two parallel sidings, each about 300 yards long, on the east side of the line; these unite and join the up line at the overbridge and the down line by means of a through crossing (in which there is a slip road for connection with the up line) 400 yards north of the same bridge. There is also a cross-over road between the up and down lines, the centre of which is about 60 yards north of the bridge. On the west side of the line there is only one siding 350 yards long, joining the down line about 360 yards north of the bridge. For the protection of the junction and station there are the ordinary semaphore signals at the junction cabin, which are well seen by trains approaching from Manchester; a down distant junction signal 490 yards from the junction, also well placed for being seen; an up junction distant signal on the Bolton line only 270 yards from the cabin, but well visible by approaching trains; a treadle signal 815 yards from the cabin, which up trains put to danger on passing, and of which the junction signalman has control, and can use in case of need as an additional up distant signal. For the protection of shunting operations at the sidings, an up and a down distant signal are worked from handles placed at the north end of the sidings, the former 610 yards to the north of the handle, and well visible by approaching trains; the latter, 407 yards to the south of the handle (at the overbridge before referred to), visible for some distance in the neighbourhood of the junction distant signal by a train approaching from Manchester, then hidden by trees, and not again visible till approached within about 150 yards, after the junction cabin has been passed. This signal can also be seen by the junction signalman, and is an indication to him as to when shunting is going on at the sidings. For the protection of the cross-over road at the south end of the sidings, the up signal worked from the north end is connected with a handle placed near it; but there is no special down signal, which is a serious omission. The gradient is a rising one towards Bolton, but its amount, not known exactly, is about 1 in 200. The Clifton sidings are principally used during the summer months as standing places for empty carriages, and no pointsman is regularly stationed there.

On Saturday morning, 24th July, a light engine, with driver, fireman, and passenger guard, left Salford at 6.50 for Clifton sidings, to bring back a train of empty carriages for excursion traffic. On passing the junction, the guard informed the signalman by motion and word of mouth of what they were going to do, which the latter perfectly understood. On reaching the crossover road at the north end of the sidings a foreman platelayer, who was in the habit of attending at these sidings when shunting was going on, put the up and down signals to danger, and then held open the points to allow the engine to back into the sidings on the east of the up line. He asked the guard how

long they would be, and, on receiving for answer "two or three minutes," stated that he took off the down signal as soon as the engine had cleared the down line. There is a discrepancy in the evidence as to the course of proceedings adopted in making up the train, but it would appear to have been as follows: the driver first backed into No. 1 siding (the one next the main up line), and brought out of it three coaches, which he took through the crossing, and then backed them on to the up line; he left them there, returned through the crossing, and backed into No. 2 siding (the one farthest from the up line), and brought out of it six coaches, which, by going through a similar process, he attached to the three already standing on the up line. The train was now formed, with the engine at the wrong end, for returning to Manchester. No. 1 siding was perfectly empty, but there were two trucks left standing in No. 2. The guard now wanted the driver to push the train before him into Manchester, and the platelayer expected he was to do so; but in consequence of the driver having been recently cautioned as to the necessity of obedience to the company's rule forbidding this proceeding, he refused to do this. Some conversation then ensued as to how the engine was to get round its train, and it was decided that, as there were two or three minutes before the seven o'clock train from Manchester was due, it should run along the down (or wrong road) through the crossing near the overbridge, and so return on the up road to the other end of the train, the operation being protected by the down signal being again put to danger. [There is contradictory evidence as to the time of *taking off* and *putting on again* of this signal, but I am inclined to think (from the weight of the evidence) that it must have been *taken off* as soon as the carriages had all been arranged on the up line, when the platelayer thought that the engine would push them into Manchester, as up to this time the down road had been continually fouled by the engine in shunting; then, on finding that the engine was going to run round its train by using the down road, he put it on again to danger.] The driver accordingly started, and was approaching the overbridge when he caught sight of the engine of the passenger train coming through it. He pulled up as quickly as he could, and had just come to a stand about 100 yards north of the bridge, when the tender of the light engine and the engine of the passenger train came into collision. The light engine was carried forward about 100 yards, and the tender wheels knocked from under it, the wheels of the engine keeping the road. The driver and fireman jumped off before the collision, and escaped without injury. The tender was seriously damaged, but the engine was unhurt.

The passenger train had left Manchester for Bolton and Liverpool at three minutes past seven, consisting of engine and tender, a set of five carriages with Fay's breaks, three loose carriages, and another set of four carriages with Fay's breaks. The train had stopped at Salford, Oldfield Road, and Pendleton, and its next stopping place was Moses's Gate beyond Clifton. The morning was fine. The driver had whistled for the Clifton junction signals, which were immediately lowered. (The signalman stated that the signal from the siding had been taken off about two minutes before the driver whistled, and must have been again put to danger while he had gone into an inner part of the cabin to book the train.) The driver stated that he did not remember noticing whether the distant signal from the siding was off or on where it is first possible to get a view of it (near the junction distant signal), but that on passing Clifton platform (150 yards from the signal) he caught sight of it at danger; that he then gave a long whistle, but finding the signal still kept on whistled for the guard's breaks, shut off steam, reversed his engine, and had his tender breaks applied; that the speed was thus

reduced from 35 miles an hour to 10 or 12 miles an hour at the collision, which occurred, as before stated, 100 yards north of the signal, or about 250 yards from the point at which the driver acknowledged that he first observed it at danger. The front guard had not time to get his break applied, as he was sorting parcels when the driver whistled; but the rear guard, who was in his breakloft, applied his on seeing the signal at danger, and on passing under the bridge his set of breaks and the last of the three loose carriages broke away from the remainder of the train, and no passengers were injured in this rear part. The driver and fireman both stuck to their engine, and were neither of them seriously hurt. The front wheels of the engine left the road; its smoke-box and buffer-beam were broken, and it sustained other injuries, but it was able to go to the shops under steam. Many causes contributed to the occurrence of this accident, which may perhaps be placed as follows in the order of relative importance:—

1. The faulty position of the down distant signal from the sidings. This signal, which has to protect shunting operations, often extending (as on the present occasion) to the crossover road close by it, although visible near the junction down distant signal, is then lost sight of for a considerable distance, not being again visible until the junction has been passed, and the distance from it reduced to about 150 yards; it is thus next to impossible that a train, running at a speed which enables it to keep its time as laid down in the tables, can, if necessary, stop at this signal, which may be put to danger (as it probably was on this occasion) during the time it is lost sight of. Its position would be improved by extending its wire to the junction cabin, and making it and the down junction signal to

Bolton the same signal. This improvement the company, I believe, intends at once to carry out.

2. The conduct of the guard of the empty train in acquiescing in the driver's moving along the down or wrong road just at the time when he knew a down passenger train was due, and this more particularly when there was nothing to have prevented his getting round his train by using No. 1 siding instead of the main down line. The guard is also to blame for having made up his train on the main up line, when it could have been just as well done in No. 1 siding, in which case the driver would have been almost certain to have used the up or proper road for getting round his train.

3. The conduct of the driver in unnecessarily using the down or wrong road for getting round his train, when he could have done so by means of No. 1 siding.

In addition to the alteration of the position of the signal alluded to above, the following improvements at these sidings are very desirable, viz., the sidings should end in blind sidings, and be provided with siding signals, those at the south end and the crossover road being controlled from the junction cabin, and interlocked with the junction signals, and those at the north end being interlocked with the distant signal. There should also be a gong communication between the north end of the sidings and the junction cabin. Locking apparatus is about being provided at the junction, and the present would, therefore, be a favourable opportunity for effecting the improvements now suggested.

I have, &c.,
C. S. HUTCHINSON,
Lieut.-Col., R.E.

*The Secretary,
Railway Department,
Board of Trade.*

A copy of the above report was sent to the company on the 30th September 1869.

LANCASHIRE AND YORKSHIRE RAILWAY.

SIR, *Sowerby Bridge, 20th October 1869.*

IN compliance with the instructions contained in your minute of the 25th September, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 23rd September at the Sowerby Bridge station of the Lancashire and Yorkshire Railway.

The passenger platforms at this station are not opposite to one another, the down-line or north platform being on the east of the up-line or south platform. The south platform is 120 yards long, and 120 yards to the west of it there is a tunnel. At 60 yards east of the tunnel, and the same distance west of the south platform, there are a pair of points leading from the up to the down line. The gradient at the station falls to the eastward.

On the day in question a return excursion train, on its way from Scarborough to Manchester, reached Sowerby Bridge at 5.33 p.m., consisting of an engine and tender, 12 carriages, and two vans, of which two carriages and one van were for Halifax. This train stopped, in the first instance, opposite the south platform; but it was shortly afterwards taken forward into the tunnel, in order that the Halifax portion might be shunted back from the up to the down main line, through the points above referred to. The van attached to the two Halifax carriages was fitted, as well as the carriages, with Newall's continuous break, so that when the break was applied in the van, the breaks of the carriages ought to have been put in action at the same time. But this van had been employed as a luggage-van only between Scarborough and Sowerby Bridge; no guard having ridden in it from Scarborough, and the two guards in charge of the return excursion train having ridden in two other vans from Scarborough to Thornhill, where the

Dewsbury and Bradford portion of the train had been detached.

When the train reached Sowerby Bridge the van for Halifax was at the tail of it, and a porter at Sowerby Bridge was ordered by the inspector at that station to join it, and to take the Halifax portion of the train across from the up to the down line. This porter had been lighting the lamps at the entrance to the tunnel, and was returning from that duty when he met the train moving forward from the down platform towards the tunnel. He uncoupled the Halifax portion from the remainder, under the orders of the inspector, and mounted the break-van as the engine driver backed the train, intending to apply the break and to stop the van and the two carriages as they approached the down platform on the down line.

A return special train from Blackpool stood at that time on the down line, with its hind van 30 yards east of the west end of the down platform, and the inspector intended that the Halifax portion of the train from Scarborough should be joined to the train from Blackpool, with a view of their returning together to Halifax.

The Halifax portion of the Scarborough train was pushed back accordingly at a speed of about six miles an hour towards the Blackpool train, and as it approached the latter train the porter in the van attempted to apply the break. He found, however, at the critical moment, that the break was out of order and would not work. He was thus unable to check the speed of the van and carriages, and they came into collision at the above speed, or perhaps rather greater speed, with the tail of the train from Blackpool. Neither the van nor the carriages for Halifax were damaged, nor were they thrown off the rails, any more than the vehicles in the train from Blackpool. The porter in the van from Scarborough was not hurt, but three of the pas-

sengers in the carriages from Scarborough, and three others in those from Blackpool, have since complained of contusions.

The break-van from Scarborough was examined after the collision, and it was then found that two of the teeth of a cast-iron cog-wheel, by means of which the break is worked, were fractured; and that the fractured portions of them had jammed in the rack which works on the wheel, so as to make it impossible to turn the break-handle, and thus to render the break useless. The break-van had been used, it appears, between Halifax and North Dean Junction on the previous day, on its way to Scarborough, and had then been in good order; but it had not been in use at all between North Dean and Scarborough, or, as already stated, between Scarborough and Sowerby Bridge. It would hardly have been used at Scarborough, because it was at that place in the middle of a long train; and there is no evidence to show how the fracture could have occurred, which, by preventing the employment of the break at Sowerby Bridge, led directly to the accident. The sections of fracture were bright, and

the mischief appeared to have been done that day. It is supposed that the apparatus might possibly have been tampered with by some one at Scarborough who was not acquainted with the actions of breaks of this particular description, and who might, by turning the handle forcibly in the wrong direction, have fractured the cog-wheel. After the break has been taken off, the handle, on being released, turns round suddenly, and the break flies on of itself, by the pressure of a spring from which its action is partly derived; and if it is then turned in the wrong direction the cog-wheels may be fractured; and these will occasionally give way, under rough usage, even when applied in the proper way. This particular wheel does not appear to have been much worn, and it would no doubt be better if such wheels were constructed of steel instead of cast iron, or if they were made somewhat stronger, even in iron.

R. G. W. Herbert, Esq.,
Board of Trade,
Whitehall.

I have, &c.,
H. W. TYLER.

A copy of the above report was sent to the company on the 5th November 1869.

LANCASHIRE AND YORKSHIRE RAILWAY.

SIR,

Preston, 21st Oct. 1869.

IN compliance with the instructions contained in your minute of the 8th instant, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 30th September at the Lostock Junction station on the Lancashire and Yorkshire Railway.

At the Lostock Junction, which is 13 miles to the north-west of Manchester, the line from Southport and Liverpool on the west joins the line from Preston on the north. The junction was formed 20 years ago, and the junction cabin has not yet been supplied with modern improvements in the shape of locking apparatus for working the points and signals. But the junction is protected by the usual home semaphore signals, and by distant signals in each direction, the distant signal towards Liverpool being 800 yards from the cabin. The station, which is situated between the cabin and the distant signal, is about 350 yards from the former and 550 from the latter, and there are platforms at the station for the lines to and from Liverpool and Preston.

The Liverpool line falls for rather more than a mile on a gradient of about 1 in 70 towards the junction, but further westward it rises to the summit at Chewmoor, on a gradient of 1 in 94, for several miles past the West Houghton Station, which is $1\frac{1}{2}$ miles from the junction.

On the day in question, an excursion train left Staleybridge for Southport at 6.50, and reached Southport at 9.45 a.m.; and left Southport on its return journey at 6.30 p.m., punctually, according to the excursion time-bill. It consisted of an engine and tender, 12 carriages, and two vans, with a guard in each, and contained about 450 passengers. The engine driver, fireman, and guards, were all well acquainted with the line. The train did not stop anywhere from Southport until it approached the Lostock Junction station, but it was intended to draw up at that station for collecting tickets. In rounding the curve on the approach to the distant signal from Lostock Junction, the engine-driver saw, as he was looking out for the signal at 7.30 p.m., the three side and tail lamps of a goods train, about 200 yards ahead of him, and outside of that signal. He was then travelling, as he says, at 12 miles an hour, and he had, after ascending the above gradient of 1 in 94, just commenced the descent of the gradient of 1 in 70, which runs down upon the junction. His steam was already shut off, and he whistled

for the tender and guard's breaks, which were at once applied. He also reversed his engine, and turned on his steam, and reduced his speed, as he believes, to four or five miles an hour before he struck the van of the train before him 400 yards outside of the distant signal.

The engine and carriages of the excursion train all remained on the rails, and the buffer-plank only of the engine was broken, but six of the passengers have complained of injury. The vans of this train were coupled each to two carriages with Newall's continuous breaks, and it was, no doubt, owing to this good arrangement that no greater damage was done.

The goods train which was thus in the way of the excursion train was a special train, not included in the company's time tables. It left Wigan at 6.50 p.m. for Bolton, with slate and slag; and consisted of an engine and tender, 16 loaded and one empty waggons, and a break-van. It was not intended to stop at Lostock Junction, but was detained in approaching that junction, in consequence of other trains being in front of it. It passed West Houghton, according to the guard, at 7.10, and approached the distant signal from Lostock Junction about 7.15. It was pulling up, in obedience to the distant signal, which was at danger, when the van was struck by the engine of the excursion train, at 250 yards, according to the belief of the guard, or 400 as measured by the engine driver of the excursion train, outside of the distant signal. The guard in the goods van only saw the excursion train approaching when the engine was, as he thought, about 50 yards from him, and he had just time to jump out of his van before the collision occurred. He states that his train was proceeding forward as he left it at a speed of six or seven miles an hour, and that he fell, by reason of that speed, in jumping from his van. His impression was that the excursion train was travelling at 20 miles an hour when he first saw it, and nearly the same speed when his van was struck.

The buffers of the goods van were broken, and the wheels were jammed so that they would not revolve. Four of the waggons were damaged in their buffers and ends, but none of the wheels of the goods train were thrown off the line.

In front of the above special goods train from Wigan, there was a special timber train from Liverpool to Manchester, which had been stopped by the Lostock Junction signals, while a passenger train from Preston to Manchester was standing on the Preston line for the collection of tickets at the junction sta-

tion. The passenger train had the right of precedence, and the signalman, acting according to his regulations, would not allow the timber train to pass through the junction until the passenger train had gone forward out of its way. There was thus a block on the Liverpool line of three special trains, whilst the Preston passenger train was waiting for three minutes for the collection of tickets, and the position of the Lostock station was a most unfavourable one—on a steep gradient and sharp curve—for the detention of such trains.

There is a good deal of discrepancy between the statements of the guard of the special train from Wigan and the servants of the company with the excursion train as to the respective speed of the two trains. They are equally positive in their different assertions, and the truth lies probably somewhere between them. It is in any case plain that the engine driver of the excursion train had not sufficient warning of the obstruction before him to enable him to avoid the collision on the one hand, while the guard of the special train from Wigan would not, on the other hand, have had time, while his train was pulling up in obedience to the junction signals, to run back and to give proper notice of his danger to the driver of the excursion train which was following so closely after him.

According to the record book which is kept at the West Houghton station, it appears that the three trains passed that station, without stopping, at the following times :—

H. M.

The special timber train at 7 17

The special Wigan train at 7 18

The excursion train at 7 20

and it would not have been very unlikely, even without the check that was received by the timber train and the Wigan train at the Lostock junction, that the excursion train should overtake and come into collision with the Wigan train sooner or later after leaving West Houghton. The porter who was on duty at West Houghton as the excursion train passed was busily employed in shifting luggage from the up to the down side of the line, and did not give any warning to

the driver. He went into the porter's room to fetch his lamp for that purpose when he saw the excursion train coming, but he found when he returned to the platform that the train had already passed. The station-master was in the booking office, issuing tickets to passengers for the 7.21 train to Southport, and, having left the porter in charge of the platform, did not see the excursion train pass. The telegraph-clerk received at 7.17 notice of the excursion train having passed Hindley, two miles from West Houghton, at 7.16, and entered it on the train-slate on the platform, where the porter could have seen it at 7.17, as was his duty, but he did not mention the circumstance to any one, nor was it usual for him to do so. The driver of the excursion train did not, therefore, any more than the driver of the Wigan train, receive any warning in passing West Houghton of a train in front, and the porter on the platform at that station certainly did not exercise the caution which he ought to have done in that respect.

There are altogether 34 trains in each direction passing West Houghton daily, besides from 4 to even 15 special trains, varying in number according to circumstances.

The company would do wisely in introducing at once a block-telegraph system of working on this line, with so heavy a traffic, severe gradients, and obstructed view ; and they might conveniently establish block-telegraph stations at Lostock Junction, at the summit at Chewmoor, half a mile from West Houghton, and at the West Houghton station. They should also re-organize the signal arrangements for the branches and sidings at Chewmoor, remove the distant signals to greater distances, furnish station signals at West Houghton, add a semaphore post with two arms between the Lostock Junction and the junction station, to be worked by the signalman and to protect the point of danger, which is some distance from the actual junction,—and provide locking apparatus with modern improvements and appliances at the junction.

I have, &c.,

H. W. TYLER.

*The Secretary,
Railway Department,
Board of Trade.*

A copy of the above report was sent to the company on the 10th November 1869.

LANCASHIRE AND YORKSHIRE RAILWAY.

*Board of Trade
(Railway Department),*

SIR, *Whitehall, 23rd November 1869.*

I HAVE the honour to report for the information of the Board of Trade, in obedience to your minute of the 4th inst., the result of my inquiry into the circumstances which attended a collision that occurred on the 27th ult., on the Barnsley branch of the Lancashire and Yorkshire Railway, between a passenger and a coal train, on which occasion 16 passengers have complained of having been injured ; no bones were broken, but some persons were bruised and others were severely shaken. The guard of the passenger train was so seriously hurt that I was not enabled to see him.

There are two colliery sidings, named Craigs and Willow Bank sidings, about 400 yards apart, on the eastern side of the Barnsley branch; that lying nearest to Barnsley (Craigs siding) is situated nearly a mile from Barnsley station. Both sidings are protected by distant signals in each direction, with repeating signals to those towards Barnsley, owing to a curve in the line and two over bridges and some cuttings, which prevent the distant signals from being seen from the points which join the sidings to the main line, from whence they are worked.

On the 27th ult. a coal train, with 16 waggons on, left Barnsley for Horbury Junction at 11.45 a.m., its proper time for leaving being about 11 a.m. It reached

Craigs Colliery siding at 11.50 a.m., and left, after taking on 16 waggons, at 12.3 p.m. It reached Willow Bank Colliery siding at 12.5 p.m., and had taken out 10 waggons and was ready and in the act of departing at 12.18 p.m., when it was run into by the 12.15 p.m. passenger train from Barnsley to Wakefield.

It was proved, and not disputed by the driver of the passenger train, that the signalmen at Craigs and Willow Bank sidings had put on their distant signals to "danger," as soon as the coal train reached Craigs and Willow Bank sidings, and that they had not taken them off before the collision took place. The coal train had taken longer than usual in bringing out the waggons at Willow Bank siding, the driver having attempted to take out too many waggons up the steep incline from the colliery at a time.

The distant signal worked from Craigs siding is about 900 yards from the spot at which the collision took place, and it can be seen for a long distance from a train advancing from Barnsley.

On this morning the passenger train consisted of engine and tender, running with the tender in front, and four carriages, the last having a guard's compartment fitted with a break and continuously coupled to other breaks on the other vehicles.

The driver states that he left Barnsley at the proper time and was running at his usual speed ; he believes the signals were on at "danger" against him,

but that he did not notice any until he reached Craigs siding, when he observed the coal train in front, and he then reversed the engine, whistled for the breaks, and did all in his power to stop, but was unable to pull up in the short distance (133 yards) on a falling gradient of 1 in 100 between the spot at which he first observed the coal train and the coal train itself.

In explanation of the cause why he had not observed the signals, he says that after leaving Barnsley, it being a bitter cold day, he was engaged in putting on his top-coat, and standing with his face to the chimney of the engine, and his back towards the tender; in other words, he was not keeping a look out at all. When running with the tender in front there is no shelter whatever provided for the men, and this is one of the grounds on which it is objectionable to run engines with the tender in front.

The fireman states that he was attending to the fire, and in consequence he did not observe the distant signals.

The collision was wholly due to the neglect of the driver and fireman, who evidently did not expect a coal train to be in their way so close upon Barnsley; but it is probable that it would not have happened if the engine had been running, as it should have been, with the engine in front.

The excuse given for running with the tender in front from Barnsley to Wakefield is that, as this train

is due to arrive at Wakefield at 12.43. p.m., and the engine has to leave with the train for Manchester at 1.15. p.m., there is not time, in consequence of the blocked state of the station, to turn the engine, an operation which would not take more than three minutes to perform, independent of the time occupied in getting to and leaving the turntable; and hence it is said to be necessary to run with the wrong end in front between Barnsley and Wakefield, so that the engine may be in front between Wakefield and Manchester.

I do not consider the explanation satisfactory.

The collision would not have occurred if the line had been worked with the assistance of the telegraph on the absolute block system.

The effect of the collision, which took place when the passenger train was running about 16 or 18 miles an hour, was greatly to damage the tender, breaking the framing, injuring the tank, breaking off the buffers, and throwing two of the wheels off the rails; one piston of the engine was damaged, and the advanced end of the third-class carriage next to the engine was stove in, two compartments were damaged, and the buffers were smashed. Four of the waggons and the break van of the coal train were also damaged.

I have, &c.,

W. YOLLAND,
Col.

The Secretary,
Railway Department,
Board of Trade.

A copy of the above report was sent to the company on the 13th December 1869.

LANCASHIRE AND YORKSHIRE RAILWAY.

1, Whitehall, S.W.,
30th Sept. 1869.

SIR,

I HAVE the honour to report, for the information of the Board of Trade, the result of my inquiry, in compliance with the terms of your minute of the 3rd inst., into the circumstances attending a collision between two excursion trains which occurred at Shaw station on the Oldham and Rochdale section of the Lancashire and Yorkshire Railway on the 31st ult.

One poor woman is stated to have broken her leg in jumping out from one of the trains, and seventeen other passengers are reported to have been shaken and bruised.

Shaw station is approached from Oldham on a falling gradient of 1 in 192, extending for a considerable distance. The line is perfectly straight for about 600 yards next the station on the Oldham side, before which it curves. The station is provided with the usual main and distant signals. The former are low, and somewhat indistinct. The distant signal towards Oldham is situated about 700 yards from the main signal, and, in consequence of the curve, is visible from an approaching engine for a distance of only about 360 yards. There is a public road level-crossing at the Oldham end of the station, the gates being in charge of a man who also works the station signals.

Tuesday the 31st August was a great Oldham holiday, and no less than nine excursion trains, to convey altogether 6,700 passengers, were arranged to leave the Werneth station at Oldham at the following periods; viz., 4.40, 4.50, 5.0, 5.15, 5.30, 5.45, 6.0, 6.15, and 6.30 a.m., all to take up passengers at two other Oldham stations (Central and Mumps); some to stop at Shaw, and all to pass through it on their way to Rochdale, whence they were to diverge to their several destinations. Between these excursion trains there was also the ordinary passenger train from Manchester, due at Werneth station at 5.25, Mumps at 5.30, and Shaw at 5.37; the following excursion train being timed 5 minutes later, and not stopping at Shaw. On looking through the Lancashire and Yorkshire Company's excursion tables for August, I can find no other instance of anything like this number of trains following each other at such rapid intervals on the

same line of rails, and one would have accordingly expected that some very special precautions would have been taken between Oldham and Rochdale to maintain a safe interval between the following trains. The sequel will show to what extent this was done, so far as the two first trains were concerned.

Paragraphs to the following effect were inserted in the excursion time books for August:—

"The particular attention of station-masters, clerks in charge, signal-men, pointsmen, and all others concerned, is called to the proper signalling of the trains at their respective stations, when there are so many special trains upon the line. In order to ensure safety, the instructions of the Company must be *strictly observed* (in italics in the original), and care taken that the proper time is allowed to expire before the trains are allowed to follow each other past the various junctions and stations, or on any other part of the line. (See rules and regulations of the Company's Rule Book on this point.)"

"The speed of these trains not to exceed 20 miles an hour, including stoppages."

"You must have two good patent breaks, one in front and one at the end of your train, and two good breaks in the centre of the train." (To station-masters and guards.)

It appears from the evidence that the first excursion train, consisting of engine and tender, and 22 coaches, including a set of patent breaks, (three carriages to a set,) at each end of the train, and containing about 800 passengers, got away from the Werneth station, Oldham, for Scarborough, at 4.45 a.m., on the 31st ult., five minutes late; it lost time, however, at the two other Oldham stations, and left Mumps at 5.5 a.m. instead of 4.50, and was about 15 minutes late in arriving at Shaw (2 miles 1034 yards from Mumps), which it reached at 5.10, instead of 4.55, the time bill allowing only five minutes (including stoppage) for running this distance, requiring a speed of 31 instead of only the prescribed speed of 20 miles an hour. The driver and guards of this train both stated, that although there was some little fog hanging about the ground as they approached Shaw, the signals were visible at the usual points, and the train was stopped at the station, with its last car-

riage 15 yards outside the station signal, without any difficulty, notwithstanding a slight greasiness of the rails. Just as it was starting again, after picking up its passengers, it was run into by the second train.

This second train consisted, like the first, of engine and tender and 22 coaches, with a set of Newall's patent breaks at each end; each set, however, included only two instead of three coaches, owing to some irregularity in the formation of the train at Miles Platting. The driver, Mills, was an experienced man of excellent character; the head guard in the rear break compartment had 5½ years' service; the second guard in charge of the front break being a porter who occasionally acted as guard. The train left Werneth station, Oldham, for Rochdale and Fleetwood, at 5 a.m., ten minutes late; and finally left Mumps (the last Oldham station) at 5.10 a.m., 15 minutes late, and 5 minutes after the first train, the interval laid down in the time tables, although this second train had not to stop at Shaw or at any other station before reaching Rochdale.

It does not appear that the driver received any caution of the first train being only 5 minutes ahead, either from the station master at Mumps or at either of two intermediate signal stations between Mumps and Shaw. At one of these (a coal siding) there was no signalman on duty, notwithstanding the special order before referred to; at the other (a junction) the signalman had his semaphore at caution, which of course at a junction intimated nothing more than that the train might pass. I presume that if either the station master or signalman gave the matter a thought, each concluded that as the time apart of these trains agreed with that laid down in the time tables the driver of the second train ought to know how closely he was following the first train, and ought to require no special caution. On approaching Shaw, Mills stated that he shut off steam (his speed being 20 miles an hour) some distance before coming in sight of the distant signal, which, owing to the fogginess of the morning, was visible only about 100 yards, instead of 360 yards, off, standing at danger; that he then whistled for the signal, and as it was not taken off his fireman applied his break, and got the wheels to skid as the signal post was passed; that after passing the signal post he began to whistle for the guards' breaks, but that he could not say whether they were applied or not; that he caught sight of the Shaw station signal and rear coach of the first train at the same time, viz., only when about 200 yards from them; upon which he reversed his engine, and put on contrary steam; that the speed was thus further reduced, and did not exceed 5 miles an hour upon the collision taking place. He stuck to his engine, and was not knocked down nor hurt; his fireman jumped off just before the collision, and escaped without injury.

The fireman corroborated the driver's statement, except with regard to the speed, which he estimated at 25 to 30 miles an hour on sighting the distant signal.

The guards both stated that they applied their breaks, and got their wheels to skid, on passing the signal post, at which point the head guard estimated the speed to be no more than 8 miles an hour, the second guard 20 miles. The second guard (with the front break) was slightly hurt.

The signalman at Shaw stated that the first train came to a stand at 5.10, and that the collision occurred at 5.13; that the morning was slightly hazy (the mist lying low), but that he could see his distant signal (700 yards off) and both trains as they came round the curve, nearly 1,000 yards off; that the second train came round the curve very quickly, and whistled very sharply; that seeing plainly enough there would be a pitch in, he shouted to the driver of the first train to move ahead; that the speed at collision was 4 or 5 miles an hour.

The damage to the rolling stock consisted in one

coach in the rear of the first train being shifted on its frame, and some partitions being broken; nothing left the rails in either train, and both were able to proceed on their journey after a delay of about half an hour. The majority of the injured passengers were in the rear of the first train.

The eight following trains were, I understand, all stopped in time to prevent further accident.

The immediate cause of this accident was undoubtedly the want of care of the driver Mills in approaching Shaw station down a falling gradient on a somewhat foggy morning at a speed which practically took the control of the train out of his hands, so far as stopping at signals was concerned, and this more particularly as he ought to have known that a train due to stop at Shaw had preceded him only five minutes. His own fireman estimated his speed at 25 to 30 miles an hour on sighting the distant signal, and if the Shaw signalman's time is to be depended on the speed must have been about 40 miles an hour.

A second cause of this accident must, I think, be attributed to a want of promptness in one or both of the guards in the application of their breaks. Had the wheels of four carriages been kept skidding from the distant signal post to the tail of the first train, a distance of 680 yards, a greater effect would surely have been produced upon the speed of the train.

The short view of the distant signal (only about 360 yards at the best of times), and the indistinctness of the station signal, may also have helped to cause this accident.

Again, the break power of the train was far below that laid down in the "special train arrangements," where it is prescribed that each train is to have "two good patent breaks" (which usually consist of three carriages each), "and two good breaks in the centre of the train," making eight break carriages in all; this train having only four. I was informed also that not one of this day's nine excursion trains was provided with the "two good breaks in the centre." It must tend to bring the rules of a company into contempt in the eyes of its servants when they see such wholesale violation of them as occurred in this particular.

The station-master at Mumps was, I think, much to blame in not cautioning the driver and guards of the second train that the first was only five minutes ahead, and had to stop at Shaw. There was also neglect in there being no pointsman at Platt's sidings, and in the Royton junction signalman giving the second train no special caution signal.

There was a want of due care in the drawing up of the special train tables, in which there must have been oversight in timing the despatch of following trains, in two instances, with intervals of only five minutes between them, though the first was a stopping and the second a non-stopping train, and also in allowing in one instance only five minutes for the performance of 2 miles 1,034 yards, including stoppages, requiring a speed of 31 miles an hour in place of the prescribed speed of 20 miles an hour.

While detailing the above as the several more or less immediate causes which concurred in giving rise to this accident, I cannot but believe its true cause is to be found in the absence of the only safe way of conducting dense traffic over a line, viz., the preservation of a proper interval of *space* between following trains by means of the electric telegraph; and to this subject the occurrence of the present accident may, I trust, direct the earnest attention of the directors.

The faulty position of the Shaw distant signal and the indistinctness of the station signals are, I believe, to be at once rectified.

I have, &c.,

*The Secretary,
Railway Department,
Board of Trade.*

C. S. HUTCHINSON,
Lieut.-Col., R.E.

A copy of the above report was sent to the company on the 4th November 1869.

LONDON AND NORTH WESTERN RAILWAY.

SIR,

Whitehall, 12th August 1869.

I HAVE the honour to report, for the information of the Board of Trade, that, in obedience to your minutes of the 27th ultimo and 3rd instant, I have inquired into the circumstances which attended the collision that occurred in the Colwyn tunnel on the Chester and Holyhead section of the London and North-Western Railway, between a passenger and a goods train, on the 16th ultimo, on which occasion two or three passengers are returned as having been injured.

A pick-up goods train is appointed to leave Bangor for Chester and Crewe, at 6h. 55m. a.m. and to leave Colwyn station, which is 20 miles from Bangor, at 10h. 35m. It did not, however, leave Colwyn station that morning until about or perhaps a few minutes later than 11 a.m. It consisted of an engine and tender and 45 vehicles, of which eight were empties, including two empties taken on from Colwyn station. It is stated that it reached the Colwyn tunnel, which is about $1\frac{1}{2}$ miles east of Colwyn station, in from eight to ten minutes, and shortly after it got into the tunnel it is said the engine began to slip, and finally came to a stand still, with the last van standing about 45 yards inside the west end of the tunnel.

The line from Colwyn station towards Chester is level for nearly $\frac{3}{4}$ of a mile, it then descends 1 in 162 for 16 chains, is again level for 31 chains, and ascends at the rate of 1 in 100 for rather more than $\frac{3}{4}$ of a mile, passing through the Penmaenrhos tunnel, which is 488 yards in length, and is not far from straight. The entrance to the tunnel from the west is approached by an easy curve of large radius.

Trains on leaving Colwyn station for Chester can on a clear day be seen all the way from the station, until they enter the tunnel, and the practice has been adopted of stopping any passenger train that follows a goods train at Colwyn station until the goods train is seen to enter the tunnel. The next station to the east of Colwyn is Llandulas, rather more than two miles from Colwyn, and a little to the east of the tunnel, but no regulations have hitherto existed for preventing two trains from being in the tunnel on the same line of rails, at the same time.

It further appears that the goods train was a heavy one with 37 loaded and eight empty waggons, so that in ascending the incline of 1 in 100 the speed gradually decreased, and a tranship van breaksman, who was riding with the head guard at the tail of the train, dropped off, when the speed of the train had been reduced to three or four miles an hour, and placed a fog signal on the near rail about 15 yards west of an under bridge, and then he ran after the train, got into the van, and rode in it until the train came to a stand in the tunnel. He states that the head guard then told him to go back with a red flag, and he went, taking with him three fog signals, one of which he placed on the rails about half way between the mouth of the tunnel, and the under bridge before referred to, but he picked it up again, as he saw a lady and a gentleman in a carriage in a field close to the line, and he was afraid that the explosion of the fog signal would frighten the horse. He went as far as the under bridge, and saw the express train coming before it reached Colwyn station, and he says he continued at the bridge until the passenger train had got half way up the bank, and then he went back towards the tunnel, about 100 yards, to get on higher ground, and waved the red flag.

The under bridge in question is situated about 405 yards west of the mouth of the tunnel, and here I should state that although there is no doubt whatever that a fog signal was exploded by the passenger train, the position of that fog signal is said to have been much nearer to the mouth of the tunnel than that described by the tranship-van breaksman corro-

borated as he is by the foreman of platelayers, who pointed out to me the place at which he said he had picked up the exploded remains of the fog signal.

The driver and fireman of the passenger train both assert that it was exploded between the under bridge and the mouth of the tunnel.

While the tranship-van breaksman went back towards Colwyn, the head guard walked forward towards the engine, to arrange with the driver about dividing the train so as to take it out of the tunnel, and place it in the sidings at Llandulas station, but before this was even commenced a passenger train had come up and the collision had taken place.

The passenger train which run into the rear of the goods train was the 9h. 15m. a.m. train from Holyhead, which consisted of engine and tender and 14 vehicles, including two break vans and one horse box. It is appointed to leave Llandudno junction at 11h. 8m. and is due at Abergele at 11h. 26m., but it left Llandudno junction three minutes late, according to the head guard, and four minutes late, according to the driver. The signals at Colwyn station, $4\frac{1}{2}$ miles from Llandudno junction, were at all right for it to proceed, and it passed Colwyn station without stopping, about 11h. 25m., and the collision is said to have taken place about 11h. 30m.

The day is described as being fine, with a little fog, but not sufficient to prevent the goods train being seen to enter Penmaenrhos tunnel from Colwyn station. The driver and fireman of this passenger train both say that the first thing they saw was a man stooping down, as in the act of putting down a fog signal, with a red flag under his arm; that they were a little on the western side of the under bridge, or about 200 yards from him, when they saw this man; and when he raised himself up he waved the flag; that at that time they had not run over any fog signal, but heard one explode between the under bridge and the tunnel, just close to where the man stood; and they immediately took the necessary steps to reduce the speed of the train. The driver estimates the rate at which he was running when the train ran over the fog signal at 40 miles an hour, and at about 10 miles an hour when the collision occurred; but the fireman names from 25 to 30, and 4 or 5 miles an hour as the probable speed at the time of running over the fog signal and of running into the other train. The buffer plank of the engine was broken, and the buffers knocked off; the draw bar of a truck was knocked through the end of the guard's van, and a step and one of the buffers of the tranship-van were broken; but nothing was thrown off the rails. Neither of the guards with the goods trains had watches with them that day.

The collision was caused by the neglect of the breaksman of the tranship-van in not going back to a greater distance from the tail of the goods train, and in not placing fog signals on the rails, as prescribed by the company's regulations, at a distance of 1,200 yards from the rear of the train.

This duty should be performed by the rear guard of the train, according to the regulations; but in this instance there was no rear guard. He had been discontinued with this particular train some three years since, and the tranship-van guard was therefore sent back. It is difficult to understand why he did not go further back; and still more difficult to discover any adequate motive for his returning, assuming his own statement to be correct, towards the tail of the train, when he saw the passenger train approaching from Colwyn station. I think it very doubtful, also, whether the company's servants in charge of the passenger train were keeping a good look-out ahead. But the collision would not have occurred at all if the goods engine, a six-wheeled coupled engine with 17-inch cylinders and 24 inches stroke, with wheels of five feet in diameter, had not taken on a greater

load than it appears to have been capable of drawing. The driver informed me that he had on other occasions taken on more waggons, but not so great a weight. I could not, however, ascertain what the weight was, or what loads the drivers were obliged to take on over this portion of the London and North Western system; but as this does not appear to be a solitary case, this same train having come to a standstill on the same incline once since the 16th July, and two other goods trains having stopped on it prior to that date, this summer, I think it of importance to call attention to these facts.

Neither could the collision have taken place if the precautions which are now usually adopted for working traffic through tunnels had been in operation; neither could it have happened if the traffic had been worked on the absolute block system.

The London and North-Western Railway Company are engaged at present in making arrangements for the introduction of their own particular system of working traffic, with the assistance of the electric

telegraph, over this section of their line, and these arrangements are nearly completed; but I am not prepared to say that if it had been in operation the collision would have been avoided.

It will be seen from this report, that, as regards this pick-up goods train, it was not sent forward from Colwyn station at a short interval of time, in front of the passenger train, as erroneously represented by Mr. Tyrwhitt in his letter to the President, dated the 28th ultimo, there having been at least 20 minutes interval between the two trains at Colwyn station; and thus it is conclusively proved, as in hundreds of other instances, that an interval of time, no matter how great, will not insure the safety of a train from a collision when travelling between two stations not three miles apart. That can only be done by maintaining an interval of space between following trains.

I have, &c.

W. YOLLAND.

*The Secretary,
Railway Department,
Board of Trade.*

A copy of the above report was sent to the company on the 26th November 1869.

LONDON AND NORTH-WESTERN RAILWAY.

SIR, *Winsford, 24th August 1869.*

IN compliance with the instructions contained in your minute of the 21st July, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the collision, that occurred on the 17th July, at the Winsford station, on the London and North-Western Railway.

Winsford is seven miles from Crewe, on the line towards Warrington. The passenger platforms are 90 yards in length. On the south of them, and on the west of the line, there is a signal-cabin, which has been constructed within the last three months, in connection with the telegraph-system for the line through Runcorn to Liverpool. There are four levers in the cabin for working one main and one distant signal in each direction. The distant signal south of the station is about 800 yards from it. There is a falling gradient of 1 in 330 towards Liverpool terminating 50 yards north of the station, and a falling gradient from that point forward of 1 in 2,200. There is a cross-over road 50 yards north of the passenger platform, and a siding (connected with the coal yard) on the west of the main lines, the points of which join the down main line 150 yards north of the station platforms.

On the 17th July, an excursion train was run from Crewe to Liverpool, 32 miles, at very low fares, for the benefit of a Co-operative Society chiefly supported by the company's workmen at Crewe. It was timed to leave Crewe at 6.30 a.m., and to reach Liverpool at 8 o'clock, and it was not intended to stop between Crewe and Edge Hill, near Liverpool. It started from Crewe at 6.45 a.m., consisting of an engine and tender, 21 carriages, and two break-vans, and ran through as far as Winsford station in due course. The engine-driver found the main and distant signals at that station at *all right*, and passed through it at a speed of 23 miles an hour. It was a foggy morning, so much so that it was not possible to see more than 35 yards. Immediately after passing Winsford, the engine-driver saw an engine on the up line, about 20 yards north of the passenger platform; and on crossing to the right side of his engine, he observed that there were five waggons of coals behind this other engine, and that the waggons attached to it had been pushed back, so that the last of them was across the down main line on the cross-over road. The engine-driver had hardly time to reverse his engine before he struck the waggon which was thus on the down line. His engine knocked the waggon partly out of the way, and his train ran forward and

was brought to a stand with the hind van 200 yards in front of the waggon. Neither the passenger engine nor the carriages left the rails, but the engine was slightly damaged, the right-hand corner of the buffer-beam having been knocked off, and the side-splasher forming part of the foot-plate having been bent in. The hand-rail of the tender was broken off, and the water ran out, and the three axle-boxes on the right side of the tender were all broken. The sides of the carriages were all grazed, the door-handles, foot-boards, and windows having been all more or less broken by direct blows or by the shock.

Of 600 to 700 passengers who were travelling in the excursion train, one child, seven years of age, riding in a saloon carriage next behind the leading van, was killed instantly by the shock, and nine others have since complained of injury. None of the servants of the company in charge of the train suffered, except that the guard in the leading van was slightly shaken. Neither of the guards had, of course, any warning to enable them to apply their breaks before the collision occurred, and no amount of break-power would in this case have been of any avail in preventing the collision.

The coal train which was thus in the way of the excursion train, left Haydock colliery, seven miles north of Warrington, and 18 miles north of Winsford, at 5.30 a.m., and reached Winsford at 7.10, consisting of an engine and tender, 27 trucks, and a break-van. The five trucks next behind the engine were intended for the Winsford coal-yard. Twenty-two trucks and the van were therefore unhooked from the front part of the train, consisting of an engine and five trucks, and the 22 trucks were left standing on the up main line, north of the cross-over road, while the engine was moved forward to shunt the five trucks along the cross-over road, over the down main line, and into the siding. The porter, who acts as pointsman, hearing this coal train (which stops at Winsford three times a week) coming, went northward from the station to meet it, and held the points of the cross-over road, and allowed the engine-driver to set back with his five coal waggons, on their way to the siding. The driver of the coal-engine, who did not know that the excursion train was running, heard a train coming as he was moving his waggons back along the cross-over road. He reversed his engine, and endeavoured to get out of the way, and succeeded in clearing the down main line with two of his waggons. He was unable to get the last waggon off the down main line before that waggon was struck, as above described, by the excursion train.

The signalman, Reuben Johnson, who does duty in the cabin above referred to, received notice on the 16th July of the excursion train from Crewe to Liverpool on the 17th July. He knew, therefore, that it was to leave Crewe at 6.30 a.m., and that he might expect it to pass Winsford without stopping about 6.40. He told the porter, John Cheshire, who usually worked the points of the cross-over road, not to shunt the coal train across until after the excursion train had gone by, though he cannot say exactly at what time he told him so. He had received notice on his telegraph instruments of the approach of the excursion train from Minshull Vernon, and of the coal train from Walton goods yard, and he knew, therefore, that they might be expected at Winsford about the same time. Having told Cheshire, in consequence of this information, not to shunt the coal train across, Johnson kept his signals at all right for the excursion train to pass; and he was unable to see through the thick fog already referred to, what was going on north of the station. Cheshire admits having been told, he thinks at about 7.5, by Johnson, not to shunt the coal train, and he held the points a few minutes afterwards for the coal waggons to be backed along the cross-over road, forgetting the warning which he had thus received. Cheshire has been tried on the coroner's inquisition at the assizes at Chester, but acquitted on the ground that there might have been a misunderstanding about the order that was verbally given to him by Johnson.

The immediate cause of this collision was evidently the forgetfulness of the porter Cheshire; and it certainly was an act of extreme stupidity on his part to go directly from the platform where the signalman had told him not to shunt the coal trucks across because the excursion train was approaching, to forget this instruction while he walked 100 yards through the fog, and within two or three minutes to do exactly what he was told not to do. No blame can be attached to any other of the company's servants. The signals were all right for the excursion train. The driver and guard of the goods train were unaware of the approach of the excursion train, and could not see through the fog whether they were

protected by the signals as they obstructed the down line.

But the primary cause of the collision was the same as that to which I had occasion to refer in my report of the 20th instant on the collision which occurred at Barnet on the Great Northern Railway. The working of the points was entrusted to one man, and the working of the signals to another. In such a case there is always risk of a misunderstanding, which may lead to an accident. The signalman who lowers the signals or keeps them down for a train to pass, ought also to have control of the points through which it is to run, or by which the train may be obstructed. Divided responsibility and separate control in such a case are inseparable from constant danger. There is no difficulty in collecting the handles of the signals and the levers of the points into one cabin, and it is further perfectly easy so to interlock them as to prevent even the one man in whom the sole responsibility is thus vested from making a mistake which shall lead to a collision. The cross-over road at Winsford may with advantage be brought nearer to the signal cabin, and should be worked from it. The siding points north of the cross-over road should also be worked from it, and the main line should be protected by a safety-point, connected with a disc and lamp, all worked by the same lever as the siding points; and the siding and safety points, and the cross-over road points, should be interlocked with the main line-signals. A clock, also, should be furnished in the signal-cabin, as I found in this instance that the signalman, who had no means of ascertaining it, could give no proper account of the time at which the trains were notified to him, or of any other circumstances connected with the collision. It would further be better if the signalmen, in cabins of this description, were required, as they are at more important places on the London and North-Western system, to keep a record-book of the arrival and departure or passing of all trains.

I have, &c.

R. G. W. Herbert, Esq.,
Board of Trade.

H. W. TYLER.

A copy of the above report was sent to the company on the 10th September 1869.

LONDON AND NORTH-WESTERN RAILWAY.

Broadheath,
17th September 1869.

SIR,
In compliance with the instructions contained in your minute of the 12th August, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 30th July at the "Half" junction, near the Broadheath station of the London and North-Western Railway.

Broadheath is eight miles from Stockport and seven miles from Manchester, on the line from Stockport via Warrington to Liverpool. The goods-yard and warehouse are on a lower level at Broadheath than the passenger station; and at the "Half" junction, which is about 700 yards west of the passenger station, the goods line forms a *single* junction with the down main line, there being also a cross-over road west of that junction. There is a distant-signal in each direction for the protection of the junction, that on the west (towards Warrington) being an arm on a special post, 610 yards from the junction, and that on the east being an arm on the signal-post which is at the east end of the up platform at the station. There is a falling gradient of about 1 in 100 from the station to the junction, on a curve of upwards of a mile radius.

On the 30th July, the 12.10 p.m. passenger train from Stockport for Liverpool, left the former station punctually, and reached Broadheath in proper time,

at 12.25, consisting of an engine and tender, two passenger-carriages, and a break-van, and containing about 12 passengers. After a detention of two minutes, during which the tickets were examined, the guard received the usual instructions from the porter in charge, to proceed towards Warrington; and he raised his hand, and said "all right," by way of conveying the same instruction to the engine-driver. The porter-in-charge asserts that he called out to the engine-driver, after the train had started, "look out for the goods," but the engine-driver states that he did not hear any such words addressed to him, and he proceeded forward at his usual speed towards Warrington. Before leaving Broadheath, he noticed that there was a goods train at the "Half" junction, but the engine of that train was on the east of it, and was with the train travelling towards the Broadheath passenger station, apparently on the up line; and he, not unnaturally, supposed therefore that the down line was clear. In rounding the curve from Broadheath, the driver observed, however, as he came opposite to the goods' engines, that certain waggons of the goods train were on the down line, and that the engines, though on the up line, were only then drawing that train (which was a very long one) off the down line; and he saw the goods driver hold up his arm, as he passed him, as a warning of danger. The passenger driver at once reversed his engine, whistled for the breaks, and did his best to pull up.

But he was only able to reduce his speed from perhaps 25 to 15 miles an hour before his engine came into collision with one of the goods' waggons.

The passenger engine left the rails with all its wheels. The leading wheels of the tender were also thrown off the line, but the passenger carriages and van all remained on the rails. The buffer-plank of the engine, and the off-side framing, were fractured, as well as three axle-boxes of the tender. The carriages were not damaged, any more than the van. The guard, who was knocked against the framework of the van, received a contusion over the eye. Three of the passengers have complained of injury.

The engine-driver had seen the distant-signal from the "Half" junction, which works, as already explained on the platform signal post, at danger, as he passed it on his way to the down platform. But that signal was 65 yards behind him as he stood at the station, and he concluded, when he was told by his guard and the porter in charge to proceed forward, that the down line was clear at the junction. He had passed the same signal at danger in the same way on previous occasions, and, having been similarly started from the station, had found the down line clear on his approach to the junction. The porter-in-charge was aware that another porter had gone to the "Half" junction, to attend to the goods train (which was partly visible there round the curve), and to work the points, as well as the signals for its protection; but before he ordered the passenger train to start he had seen the goods engine approaching Broadheath on the up line; and, not having been able to see the tail of the train, he was unaware that it was coming off the down line, nor had he any means of knowing that it had been shunted on the down line. He did not pay as much attention to the distant-signal as he would otherwise have done, because he had noticed on previous occasions that it was frequently left at danger while the goods train was approaching the station on the up line, and even until it arrived at the station.

The porter-in-charge had been at the station for two and a half years, and bears a very good character. He was temporarily in charge while the station-master had gone down into the goods yard, at the request of a customer, who was pressing for information as to whether certain ornamental bricks which he expected had arrived.

This "Half" junction, leading to the goods yard, is used ordinarily three times a day for goods trains, and once for passenger trains. There is no man stationed at it. But the station-master sends one of his porters to attend to the points and signals, and assist in the shunting, whenever a train is expected or requires to stop at the junction; and this system has been in force for certainly upwards of seven years, and probably for a much longer period.

The goods train which was thus in the way of the passenger train, left Garston punctually at 9.10 a.m. for Longsight, and, after stopping at various places, reached the "Half junction" at 12.10, which was its proper time. The porter from the station met it at the junction, and at once turned his distant-signals to danger. It consisted of two engines, 48 loaded waggons, and a break-van. It was first shunted over the cross-over road from the up to the down line, to allow a Great Northern goods train from Liverpool for Woodley to pass on the up line, which it did at 12.14. The leading (pilot) engine was then detached, and sent across to the up line. The other (the train) engine drew 10 waggons forward on the down line. The pilot engine returned to the down line behind those waggons, and pushed five of them forward to

the goods yard. It next brought back an empty waggon from the goods yard, and attached it behind the five waggons coupled to the train engine, returned to the up line while the train engine and the six waggons were attached to the remaining waggons, and, crossing to the down line, was reattached in front of the train engine, ready to go forward towards Broadheath station. As the train was passing over the cross-over road from the down to the up line, the draw-bar of a colliery (private owners') waggon broke, and that waggon had to be detached from the train, and taken to the goods line, and this caused a delay of upwards of five minutes. Before the goods train could then get clear of the down line, the passenger train came up, and struck a waggon, 31st from the engine and 14th from the van, as above described. Three of the waggons were so much damaged that they were obliged to be left behind, two of them having been broken up, and a fourth was slightly damaged, but went forward with the train; but, fortunately, no one connected with the goods train was injured.

It is impossible to attach any blame to any one connected with the goods train. That train was being shunted under the protection of the signals provided for the junction, and was unavoidably detained on the down main line, first to allow the Great Northern goods train, which was a special cattle train, to pass on the up line, and secondly, in consequence of the fracture of the draw-bar of the colliery waggon. Nor can the engine-driver or guard of the passenger train be blamed. They were duly started from the station, by the porter-in-charge, after they had stopped at it for the exchange of passengers and the examination of tickets. The porter-in-charge was no doubt misled, by seeing the engines and goods train approaching him, into supposing that it was then off the down line, and was coming along the up line towards the station; but he would have acted more prudently, to say the least of it, if he had detained the passenger train until the distant-signal from the junction was lowered to caution. It would appear that the station-master has not, however, always waited for that signal to be lowered, but has been in the habit of allowing the passenger-drivers to proceed under similar circumstances, with a caution from himself. The porter-in-charge seems to have adopted the same system, excepting that he did not give this caution in a way in which it was, or could apparently be, heard or understood by the engine-driver.

For the safe working in future of this junction, it is desirable, that the distant-signal from the junction should be, say, 30 yards west of the down platform, instead of being, as at present, on the signal post east of the up platform; that there should at least be means of communication, by telegraph or by bell and gong, between the junction and the station; and that there should be a home signal applying to each direction at the junction; and it is further desirable that the points and signals should be so interlocked that the signalman, whether kept there permanently, which would be better, or sent to do duty there when required, should be unable to make such a mistake in working those points and signals as could lead to an accident. This is the more necessary, inasmuch as 80 or more trains pass this station daily in each direction, an amount of traffic which would surely justify, further, the employment of a system of telegraph-working.

I have, &c.

H. W. TYLER.

*R. G. W. Herbert, Esq.,
Board of Trade.*

A copy of the above report was sent to the company on the 30th September 1869.

LONDON AND NORTH-WESTERN RAILWAY.

SIR, *Windermere, 18th September 1869.*

IN compliance with the instructions contained in your minute of the 8th instant, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 2nd instant at the Windermere station on the London and North-Western Railway.

The Windermere station is $10\frac{1}{2}$ miles from the Oxenholme junction with the main line of the Lancaster and Carlisle section of the London and North-Western Railway, and $8\frac{1}{2}$ miles from Kendal. There are rising gradients from Kendal for 5 miles, varying from 1 in 147 to 1 in 80, as far as the summit at Black Moss, a falling gradient of about 1 in 80 for a mile and 10 chains, and a level portion for 10 chains into and through the Windermere station.

There is then, on the immediate approach to the Windermere station, a falling gradient of 1 in 80, about a mile long; and, in the ordinary practice of working the passenger traffic, the trains are brought to a stand at a fixed signal, kept always at danger, 236 yards from the passenger platform. The engine is detached at that signal, is run down the straight line, and is turned off into the turntable siding on the south of the main line, while the carriages are allowed to descend by the force of gravity through a crossover road to the north line platform. When the north platform line is occupied by an ordinary train, any excursion train which may then arrive is similarly allowed to run down to the south platform; but, in certain cases, when it is thought more prudent, in consequence of a want of break power, the engines are run down in front of the excursion trains to the platforms.

The fixed signal above referred to (236 yards from the east end) is 351 yards east of the west end of the passenger platforms. There is a public road level-crossing 490 yards to the east of the fixed signal; and from this level-crossing a distant-signal is worked, 334 yards further to the eastward. A pointsman goes from the station to meet every train at the fixed signal. There is no distant signal from that signal or from the station, but the woman who acts as gate-keeper at the level-crossing is expected to keep her distant-signal at danger as long as any train is standing east of the fixed signal. She is in sight of the fixed signal in clear weather, and she can, though the line is curved, see vehicles standing on the line to the east of it, but she has no means of communication with the pointsman at the fixed signal, otherwise than by hand-signals or whistles. Between the fixed signal and the west end of the station there are five pairs of facing points, over which a passenger train has to pass, on each line of rails. The levers of these points are in all cases at the points, which are weighted to stand right, on the north side for the passenger trains entering the station, and on the south side for the turntable line, south of the down line, after passing the crossover road at the fixed signal. The points opposite the fixed signal require to be held over for a passenger train proceeding to the north platform, and the points leading to the turntable for a train proceeding to the south platform. The passenger platforms are 115 yards in length.

On the 6th instant, a special excursion train left Liverpool at 7.14 a.m., seven minutes late, for Windermere, consisting of an engine and tender, 20 carriages, and two break-vans, and containing about 500 passengers. It reached Oxenholme at 11.4, started again at 11.14, stopped at Kendal at 11.25, left Kendal at 11.29, and reached Windermere at 11.52 according to the guard, or 12 o'clock according to an engine driver who rode on the engine.

The engine, No. 1408, was a six-wheel-coupled goods engine, weighing about 27 tons 10 cwt. without the tender, with cylinders measuring 17 inches in

diameter by 24 inches of stroke, and wheels five feet in diameter. The engine-driver and fireman have been dismissed from the company's service, and I have had no opportunity of examining them, but two extra engine-drivers, who were travelling as passengers with their friends by the train, rode on the engine from Oxenholme, and appeared to give evidence, as well as a guard of 24 years' experience, who was in charge of the train, and a porter from Liverpool, who acted as under guard. As far as I have been able to learn, the engine-driver had been three times previously at Windermere, twice as fireman, and once as engine driver to an excursion train, while his fireman had not been on the line before. The two men who joined the engine at Oxenholme had not been previously on this part of the line, and were invited by the engine driver at Oxenholme to ride on the engine, with a view to their becoming acquainted with the line, which might, as he told them, be of use to them on a future occasion, in the event of their being sent over it with an engine. The guard in charge had been over the branch four times, but the porter who acted as under guard had not been on it before.

The train ran steadily down the steep gradients between Oxenholme and Kendal, and was brought to a stand outside the Kendal station, in obedience to the signals, and in consequence of the line having been blocked by a passenger train. After leaving Kendal, it travelled at good speed until it reached the steeper portions of the line. In mounting the bank the speed was reduced, for a quarter of a mile before reaching the summit, to three miles an hour. The steam was then low, and the water was low in the boiler. On passing the summit, and observing that the water was at the bottom of the gauge glass, the driver opened the regulator slightly, and several times, to lift the water on the top of the fire-box, by way of saving his lead plug, and preventing injury to the top of the fire-box; and in this way the train acquired a speed of about 15 miles an hour in descending towards the Windermere station. The guard applied his break soon after passing the summit, and kept it tight on all the way down; and the assistant-guard applied his break when he "had got fairly over the summit," because he had heard from the head guard that the descent to Windermere was something like that through the Lime Street tunnel into Liverpool. The tender-break was also applied shortly after the train passed the summit, and the engine was reversed near the level crossing before referred to, or upwards of 700 yards from the station. The two extra men, also, who were on the engine, did their utmost to assist, when they saw the fixed signal at danger, by applying sand to the rails from the foot-plate. But instead of coming to a stand at the fixed signal, the train passed that signal at a speed of five or six miles an hour, according to the guard, or 13, or 8, to the judgment, respectively, of the two engine-drivers. One of the drivers jumped off the engine shortly after passing the fixed signal, and the other before reaching the turntable at the station.

The pointsman, who had received a printed bill of the excursion train, went to the second pair of points from the fixed signal leading to the turntable, on hearing a whistle from the engine, with the intention of turning the train into the south platform line; but seeing it approaching him at a speed of seven or eight miles an hour, and fearing that it would not be able to pull up in the station, he left the points standing, as they were weighted to do, for the turntable siding. The whole train then passed into that siding, and the engine, after running over the turntable, destroyed a mound of timber and stone on the further side of it, and knocked down a portion of a wall connected with the station-buildings.

The engine stood, partly on its side, and partly on its wheels, embedded in the soft ground west of the

turntable; the tender stood in advance of the rails, over the spot where the buffer-stop had been, and the leading wheels of the leading van dropped off the ends of the rails. The wheels of all the other vehicles in the train remained on the rails of the turntable or the siding. The buffer-plank of the engine was broken, and the framing was bent, as well as an eccentric rod; but the engine went back to Liverpool on its own wheels, and was not otherwise much damaged. The carriages were not damaged, except that the glass of one quarter-light was broken. None of the officers or servants of the company were injured, except that one of the engine-drivers struck his shoulder against a tree after jumping from the engine. Twenty of the passengers have complained of injury.

This accident has been occasioned by a want of caution on the part of an engine-driver who had acquired but little experience on the Windermere branch of the London and North Western Railway. He was not classified as a regular driver, but he appears to have been doing duty as an occasional driver for about four years, and an extra driver for two and a half years, and I do not hear of any report having previously been made against him. A little misty rain fell as he was passing the summit from Kendal, which no doubt caused the rails to be somewhat slippery on the descent towards Windermere; and he would probably have reversed his engine sooner, or have taken care to prevent his train from acquiring so much speed, if he had been more intimately acquainted with the line. The guards, who were, one of them quite inexperienced, and the other not much experienced in the line, did, nevertheless, all that the most experienced men could have done,

in applying their breaks after passing the summit, but the amount of break-power at their disposal was very small in proportion to the weight of the train and the steepness of the gradients. When such trains are despatched through such districts, it is exceedingly desirable that additional break power should be provided, and this may be done without any difficulty by causing two or three carriages with continuous breaks to be connected with each guards van.

The train ought in this case to have been brought absolutely to a stand at the fixed signal, about 236 yards from the station; and the question of the efficiency of the signals had no bearing upon the accident. But it would be better if there were an extra arm on the post of the distant-signal from the level crossing, worked from the fixed signal, in order that the pointsman should have the power of protecting the station when the lines are obstructed, or are about to be obstructed, independently of the gate-keeper; and as the signal would be out of sight of the pointsman, the necessary apparatus should be supplied to show that the arm works properly by day, and that the lamp is alight at night. I would take the opportunity, also, of observing, though this has no reference to the accident, that the permanent way at the entrance to the station is in many respects much in want of improvement, and that the various point levers should be concentrated together, and might very advantageously be interlocked in a simple manner, with signals for the admission of the trains into the station.

I have, &c.

H. W. TYLER.

R. G. W. Herbert, Esq.,
Board of Trade.

A copy of the above report was sent to the company on the 30th September 1869.

LONDON AND NORTH-WESTERN RAILWAY.

SIR, 1, *Whitehall*, 16th October 1869.

IN compliance with the instructions contained in your minute of the 15th ultimo, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances attending the collision which occurred at Garston Dock Branch Junction on the London and North-Western Railway on the 6th ultimo, between a coal train belonging to that company and a passenger train from Godley Junction to Liverpool belonging to the Cheshire Lines Joint Committee, this Committee having running powers over the London and North-Western line as far as Garston station (about half a mile on the Liverpool side of the junction), whence into Liverpool the line is their own property.

As the result of this collision, 15 passengers are returned as having been injured; 14 had bruises, shakes, and contusions, and one poor man, who had only one leg, had the small bone of it broken. The driver, fireman, and guard of the passenger train were also bruised, shaken, and otherwise injured; the driver and guard so seriously, that they were unable to appear before me on the 22nd ultimo, when I held the inquiry.

At Garston Dock Branch Junction, a branch line, used only for mineral and goods traffic, leading to Garston Docks, leaves the main line from St. Helen's Junction to Garston and Liverpool. It is an ordinary double junction, the signal and point levers of which are brought together in a raised cabin 94 yards on the east or St. Helen's side of the points, but they are not *interlocked*. There are in all nine levers in the cabin, six of them in a row, the three on the left being for the three distant signals, the fourth for the up main signal, the fifth for the facing points, and the sixth for the points of a cross-over road; the down main signal lever is in a different part of the cabin, and the up and down branch signals are on

the post which passes through the cabin roof. There are no names or distinguishing marks on the different levers; the point levers when pulled over drop into notches in the quadrants in which they work, the normal position of that which works the facing points being right for the down main line into the station.

The signalman on duty in this cabin on the occurrence of the accident had taken sole charge of it for the first time on this very day. He had joined the service of the London and North-Western Railway Company about two years ago, and was employed as a porter at Liverpool for six or seven months; thence he had been removed to Broadheath level-crossing as gateman and signalman, where he remained till the middle of August; from this he had gone to Speke Junction cabin (where the signal-and point-levers are interlocked) for a week, to be trained as a junction signalman, and in the following week had spent three days in Garston Dock Branch Junction cabin under a signalman learning the duties, and three more nights in Speke Junction cabin with the same object. He stated that he felt himself quite competent to take charge of the cabin, and had made no objection to the appointment.

He had come on duty at 5 a.m. (an hour earlier than the regular time, it being Monday morning), to remain till 6 p.m. Up to 10.53 a.m., six up and six down trains had passed his cabin, for all of which he had made proper use of his signal and point levers. At 10.55 a down coal train for the branch approached the junction; for this he, in answer to its whistles, lowered his signals and opened the facing points leading to the branch; and, on the train passing them, again restored the signals to danger, but, through forgetfulness, left the lever handle of the facing points in the notch where he had placed it when he set the points right for the branch train,

The coal train, which consisted of engine and tender, 18 loaded coal waggons, and a break van, proceeding from St. Helen's to Garston Dock, then entered the branch and came to a stand with the van about 100 yards inside the facing points. The breaksman had taken off his van breaks (some waggon breaks were still on), had got out of his van, and was standing in the 6 ft., when he saw a passenger train coming through the points on to the branch; he shouted to his driver, who moved his engine ahead (it having been just uncoupled for running round the train), when the collision occurred, the speed of the passenger train being, in the estimation of the breaksman, from 20 to 25 miles an hour. The break van was knocked forward 10 to 15 yards, but no waggons were injured except the last two and the van. The engine knocked the body of the van off its frame, and sent it over the boundary wall (6 ft. high) into a field, and finally stopped, reared up on its trailing wheels on the wreck of the last two waggons, the tender mounting on the framing of the van.

The passenger train concerned in this accident belonged to the Cheshire Lines Joint Committee, and had left Godley Junction for Garston and Liverpool at 9.45 a.m., consisting of engine and tender and four coaches, the last being a second-class carriage with a break compartment, in which there was a guard. On approaching Garston Dock Junction the signals were all right for the train to come on, but in consequence of some repairs to a culvert a little east of the junction a platelayer was out with a green flag, in passing whom the speed is said to have been slackened by the breaks, steam having been shut off some distance previously, as the train had to stop at Garston station. A few yards before reaching the facing points, when the speed is variously estimated at from 15 to 25 miles an hour, the fireman observed that they were open for the branch line, upon which he called out to his driver and put his break on. The driver tried to reverse, but could not get his lever over, and both he and the fireman jumped just before striking the waggons, the former being seriously injured and the latter slightly. The effect of the collision upon the engine and tender of the passenger

train and the rear of the coal train has been already described. No coaches left the road, nor did any couplings give way, but the back of the tender smashed in the front of the first carriage. The engine and tender were seriously damaged.

The signalman, in explanation of his conduct, states that after the coal train had passed he entered its time in his train register, and on the passenger train whistling lowered both main-line signals for it, entirely forgetting that the facing points were still open for the branch; that he then watched the passenger train as it approached and passed him, and only perceived the sad mistake he had made when he saw it enter the branch.

There can, of course, be no question as to the immediate cause of this accident, viz., the mistake of the signalman in not putting his points right for the main line before lowering his main line signals. Had, however, the junction been provided with proper locking apparatus, this mistake could not have occurred; and I think, therefore, the true cause of the accident must be attributed to the want of this apparatus.

I am aware that the London and North-Western Railway Company (as well as most other railway companies) are now fully alive to the necessity of interlocking points and signals at junctions, and that the necessary improvements are being gradually carried out. I would, however, take advantage of this opportunity for urging the importance of completing the improvements still necessary at this and many other junctions, with the least possible delay.

There are other points in which I think the company are not free from blame, viz., in entrusting the charge of a junction cabin to a man who had only had half a week's previous training in it, and a week and a half's in a cabin provided with locking apparatus; and again, in not having had the proper names painted on the levers in the cabin.

I have, &c.,

C. S. HUTCHINSON,
Lieut.-Col. R.E.

*The Secretary,
Railway Department,
Board of Trade.*

A copy of the above report was sent to the London and North-Western Company and to the Cheshire Lines Committee on the 5th November 1869.

LONDON AND NORTH-WESTERN RAILWAY.

SIR,

Guernsey, 16th October 1869.

I HAVE the honour to report, for the information of the Board of Trade, in obedience to your minute of the 23rd ultimo, the result of my inquiry into the circumstances which attended a collision that occurred on the 16th ultimo at Blisworth station on the London and North Western Railway between the up limited mail and an up goods train, about a quarter past 3 a.m.

The portion of the company's system between London and Rugby is worked with the assistance of the electric telegraph, but, except in certain exceptional cases, the number of trains between two adjacent telegraph stations is not limited to one on each line of railway. London is 82½ miles from Rugby, and there are somewhere about 41 or 42 telegraph signal stations between the north end of Primrose Hill tunnel and Rugby, so that, on the average, the telegraph signal stations are about two miles apart, and Banbury Lane and Blisworth are the 11th and 12th telegraph signal stations from Rugby, the latter being also a junction with the Northampton branch, and distant about 19½ miles from Rugby. Blisworth station is protected on the north side by a station signal, and by a distant signal placed about 1,010 yards north of the station signal; and this distant signal at night can be seen from an up train proceeding from Rugby to London at a distance of about 550

yards. During the day the arms of this signal can be seen for a much greater distance. This distant signal is approached on an easy rising gradient of 1 in 2,640.

The telegraphic signal stations are provided with telegraphic needle instruments, with telegraphic bells, for the up and down lines, and the company's regulations limit the signals to be given on them to the particular "train on line," to "line clear," and to "line blocked and impassable."

The signalmen at these telegraphic stations are directed, before they permit a train to proceed to the station in advance of it, "to ring a bell, to call the attention of the signalman in advance, and the needle must be moved." The signalman at the station in advance, having acknowledged this signal, is then ready to be told what description of train is coming by the number of beats of the needle to the left; and he is directed to "repeat the beat or beats, registering on his slate or indicator the description of 'train signalled,' and blocking his needle over to the left ('train on line') until the train or engine has safely cleared his station, unless the needle is required to be unblocked for the receipt of a signal of a succeeding train."

Upon the passage of any train or engine the signalman is further directed to "turn on his MAIN " DANGER signal, and continue to exhibit that signal,

" or (as herein-after instructed) the caution signal, until he receives the telegraphic signal 'line clear' from the station in advance. Should 'line clear' not be received at the expiration of THREE MINUTES from the passage of a train, the caution signal must then be substituted for the 'danger' signal, except in the case of tunnels, where no second train is allowed to enter until the preceding train has been signalled as out."

The 51st rule is a very important one. It states that, "If a following train arrives before 'line clear' has been telegraphed from the station in advance, and prior to the expiration of THREE MINUTES from the passage of the last train, the danger signal MUST NOT BE LOWERED; but the train must be brought to a stand, and the driver must be warned of the train in advance, and then be allowed to proceed."

The 56th rule prescribes that, "If a train or an engine arrives at station A before the previous train has been telegraphed as having passed the station in advance, station B, the signalman at station A must again ring the bell and call the attention of the signalman at station B, and signal each succeeding train in accordance with the foregoing instructions."

I must not omit to mention that some of these telegraph signal stations are provided with distant signals in each direction, others have only one, and some have none; and that this is intentional, and not accidental, may be inferred from the 49th rule, which says: "Distant signals must not be used when the main signals are turned on merely to indicate that a train is on the length to the next telegraph station. They are only to be turned on to 'danger' when there is a train or other obstruction occupying the main line at or near the station."

The instructions to engine drivers, guards, and breaksmen in the 59th rule direct that "on approaching a telegraph station, should the signal be at DANGER, the driver must BRING HIS ENGINE TO A STAND at the signal, and wait verbal instructions from the signalman in charge." Such are the main provisions under which the traffic on the London and North-Western Railway is worked when the electric telegraph is made use of, where the number of trains between two adjacent telegraph stations is not limited. No records of the times when the various trains are telegraphed, nor of the times when they pass the telegraph stations, are kept.

On the morning of the 16th ult. the 7h. 20m. p.m. up goods train from Liverpool left Rugby at 2h. 8m. a.m., or 58 minutes late. It consisted of two engines and 58 waggons, with one breaksman riding in the van at the rear of the train. The driver was told by the inspector on duty at Rugby that a coal train had just gone, and he had orders that if the coal train made a good run to Weedon (13½ miles from Rugby), both trains would be enabled to get to Blisworth, and shunt there for the up limited mail. The driver states that "they got the first red signal at Kilsby tunnel (north end), and, in consequence, they worked the engines easy up to the tunnel mouth, and when about three or four engines' length from the signal it was turned off, and they then had 'all-right' signals to Weedon. At Weedon the station signal was standing at 'caution,' and they received caution signals by hand lamp from each of the signalmen, and they still kept on running at 14 or 15 miles an hour, but they were not stopped, but proceeded on to Heyford, 2½ miles south of Weedon, and received a caution signal there also. On approaching Banbury Lane telegraph signal station, 1½ miles north of Blisworth, the driver found the main signal at 'danger,' and the up distant signal 'all right'; the driver sounded the whistle, and the signal was turned off before they got up to it, and they kept running at the same rate until they sighted the Blisworth distant signal, which was at 'danger,' as well as the station signal, and they were stopped by the coal train on the main line, stand-

ing north of the station signal. The driver stopped with the tail of his train inside or south of the up distant signal, and he thinks he stopped there five or six minutes before the signalman on duty signalled them forward with his hand lamp, the coal train having drawn ahead and been shunted into a siding." The driver says that "as they passed the signalman he said he would shunt them into the Cambridge siding, and they drew ahead until the last waggon passed the signalman, who then turned his hand lamp to red, shook it, and then placed it on the floor, still showing a red light towards the engines." He says, also, that "they were several minutes there, perhaps eight, and then they were called easy back on the main line by the signalman, and when they came up to him he (the driver) saw that they were still on the main line, and not on the Cambridge siding. The signalman told him that the train had broken loose, that a head stock of a waggon had come out, and they had been engaged in shunting it off by hand; that some one then called out to stop, and they did so, a little north of the signal box clear of the siding; that just at that time some one said, 'Your waggons' (seven had been left standing on the main line by the breakage of the head stock) 'have been run into.' The driver then got off his engine, and he could see several lamps where the break of the goods train had stood, and one of these showed a red light towards Blisworth; that the shunter (he thinks) then said that he would go and see what was the matter, and he came back, and told him that the up limited mail had had a collision with the waggons which had become detached and been left standing on the main line." He says, also, "this would be from 15 to 20 minutes past three o'clock."

The breaksman of the goods train states that it was "eight minutes past three o'clock when they stopped at Blisworth, and he immediately went back with fog signals, and had got back 570 yards from his break, when he saw the limited mail approaching." He says "he had put down five fog signals, two close together, the first that the mail train ran over, and both exploded; that the mail train was about 400 yards north of him, when the driver opened the whistle, sounding a fluttering whistle, as quick as could be; he (the breaksman) was showing a red light with his hand lamp, and he could see the distant signal as well as the lights on his break from the spot where he had put down the last fog signal." He says "the mail train was travelling at great speed when it passed him; that he heard no break on as it passed, and he stood under a bridge, and could not say whether the steam was on or off; that he did not notice any breaks being on on the guards' vans; and that he looked at his watch, and it was about 15 minutes past three o'clock when the mail passed him." He also gives the time of leaving Rugby "as 2h. 5m. a.m." He thinks "his van did not stand more than 60 or 80 yards inside the distant signal." This breaksman had been 23 years a breaksman, and he states that he never had a mishap before.

The up limited mail which had overtaken and run into those waggons which had become detached from the Liverpool goods' train, which stood inside of the Blisworth up distant signal, consisted of an engine and tender and 10 vehicles, including two breaks, one placed next the tender, and the other at the tail of the train, with a guard in each. It left Rugby at 2h. 45m. a.m., according to the driver, or 2h. 44m. according to the head guard, nine or eight minutes late.

It was fitted with the cord communication outside the carriage, under the eaves of the roofs of the carriages, recommended by the general managers of some of the railway companies, and temporarily sanctioned by the Board of Trade. This cord passed along the carriages from break van to break van, but was not continued on to the engine, so that the guards

could not communicate by it to the engine driver, nor the driver to the guards, if he found it necessary, as it was, in this as in many other cases. The driver of the up limited mail, who had been driving 23 years on the main line, and 26 years altogether, states, "that after leaving Rugby they came on 'all right,' until they approached the Blisworth up distant signal, which was on at danger." He said "that they caught sight of it at a distance of 300 or 400 yards, and that they were travelling at 45 miles an hour when he first saw the signal; that he shut off the steam, told the fireman to apply the tender break, and he whistled for the signal, and afterwards for the guards' breaks; that they ran over two or three fog signals somewhere about the distant signal; that he observed a hand lamp, but saw the distant signal and lights on the break van before he saw the hand lamp, near the place where he ran over the first fog signal."

He further states "that the wind was blowing very strong at the time, and he could not call the attention of the guards, to the rear guard at all events, as he did not put on his break, and he did not feel any check from the guards' breaks, and therefore, just before he reached the distant signal, he reversed his engine." He added "that he had no means of communicating with the guards, except by the engine whistle, and that he did not think the guards at the tail of a train like the one he was driving could hear the sound of the whistle when they are shut up in their vans, checking off their parcels."

In answer to questions about the telegraphic system, he stated "that they could not stop at the signals sometimes, but that he had never been actually stopped by a red block signal, as these have been pulled off just before he had got up to them; but if they had not been taken off, he could not often have stopped at them."

The head guard, riding in the van next to the tender, "heard the whistle for the breaks when, he thinks, they were about 300 yards outside the distant signal; after which they ran over three fog signals, and he put his break on as quick as he could, and that they were running at their usual pace before the whistle was sounded. He could not say when the collision took place, but thinks the mail train was running to its proper time, but had not made up any lost time."

The under guard in the van at the tail of the train "heard no whistle for the breaks, nor any fog signals explode; he was busy at the time, and the first intimation that he received was in being knocked about by the shock of the collision, and was hurt." He had noticed a diminution in the speed of the train before it took place, but they had been in the habit for a week or fortnight before that time of slackening speed in consequence of some alterations being made at Blisworth station.

All the statements agree in saying that the speed of the limited mail had been reduced to about 10 miles an hour at the time of the collision.

The leading and driving wheels of the mail train engine were thrown off the rails, the buffer beam was broken, and the buffers knocked off. The goods train break van and the waggon in front of it were knocked off the rails; the first waggon mounted on the second, but remained coupled to it; but the break van was detached from the waggon in front, and after the collision stood on the side of the bank 15 or 20 yards from the waggon. One of the buffers was broken, and the waggon rested on a pair of wheels only, which were removed from under it in clearing the line. The first waggon was smashed, and the second had one end broken in.

Six of the post-office officials and one passenger are stated to have been injured; one a "good deal shaken," another "shaken" and the remainder "slightly shaken." The under guard of the limited mail had his arm sprained, and the driver and fireman were also slightly hurt.

The question as to who is to blame for this collision lies between the system of working sanctioned by the railway company, with the appliances furnished for carrying it out, and some of the servants of the company in charge of the train, viz: the breaksman of the goods train, the driver of the limited mail, and the signalman at Banbury Lane. With respect to these men, I have already given at length the evidence of the two first men, and will now add that of the signalman at Banbury Lane.

When I took down his evidence he told me that the line was "clear" for the coal train but, as he had previously been examined by the officers of the railway company, and had made a different statement to them, he was called in again, and in reply to further questions, then stated "that he had made a mistake before, and the line was 'not clear' for the coal train. He had previously told me that he could not tell when the coal train passed, as he did not look at his watch to take particular notice; that about 10 minutes after it passed the Liverpool goods train came up; his main signal was at 'caution,' his distant signal at 'all right'; it passed about 2h. 54m. a.m. He looked at his watch, but did not put the time down on a slate or on an indicator. When the goods train arrived he had not had 'line clear' for the coal train, but he signalled on the goods train to Blisworth, and the signal was acknowledged. He had not had 'line clear' for the coal train when the limited mail passed at 3h. 10m. a.m.; that his main signal was at 'caution' while the distant was at 'all right'; that about 15 minutes after the goods train went by he received the telegraphic signal from Bugbrook for the limited mail; that he then rang the bell to Blisworth, and then gave the ticks on the needle to indicate that the limited mail was coming, but Blisworth pinned the needle to 'train on line,' and would not give 'line clear.' This was before the limited mail arrived, and it is about three minutes in running from Bugbrook to Banbury Lane; that he tried to telegraph again, but could not move the needle, and there was not time to put his signal on to 'danger' after the needle became vertical before the limited mail passed, as the engine was passing his door when the needle became vertical. Blisworth had rung the bell and the needle went vertical. He says he looked at his watch as the limited mail passed, but he did not put it down, but recollected the time. About 14 or 15 minutes after the limited mail passed the breaksman of the goods train came back, and asked how his signal was when the limited mail passed, and he told him that it was at 'caution.'"

The fireman of the limited mail engine states, that "he did not see the Banbury Lane signals;" and thus the state of the Banbury Lane up main signal is in dispute. The driver of the limited mail says it was at "all right," showing a white and not a green light; while the Banbury Lane signalman maintains that his signal was at "caution," and therefore it exhibited a green light.

I have no means of clearing up this most important discrepancy between these two men.

The driver of the limited mail evidently acted, at the peril of his life and of the lives of all in the train, as if he had received an "all right" signal at Banbury Lane, as he was, according to all the testimony, driving at the usual high speed at which this train travels up to the moment of seeing the Blisworth distant signal.

The spot at which broken fragments were found after the collision had taken place was pointed out to me, and the distance between this spot and the over-bridge under which the breaksman of the goods train states that he stood as the limited mail passed is, according to my measurements, about 566 yards; corresponding, as nearly as possible, with the distance which he says he went back to protect the rear of his train. It is true that this spot is 242 yards inside the distant signal, instead of 60 or 80 yards, as he had supposed; and I think he must also have been in error in saying that it was eight minutes past three o'clock

when the goods train stopped at Blisworth station. Either the signalman at Banbury Lane was wrong in saying that the goods train passed at 2h. 54m., or the breaksman was wrong as to its being eight minutes past three o'clock when the goods train stopped.

According to the regulations, the breaksman should have gone back 1,200 yards with fog signals to protect the rear of his train, if he had time to get that distance; but, with the uncertainty that exists as to the time of the arrival of the goods train at Blisworth, I am unable to say that he had sufficient time to do so. I believe that this distance is seldom reached by breaksmen or guards when they go back to protect the rear of their trains, unless there has been a previous mishap. There was no other breaksman to this train.

Notwithstanding the fact of the driver of the limited mail keeping on running at the usual high speed which this train must maintain in order to keep time, up to the spot where he could first see the distant signal, there was still a margin for the avoidance of a collision if the train had been a well-appointed train, as this spot is about 800 yards distant from the place where the collision took place. But the limited mail, on this occasion, cannot be considered to have been a well-appointed train.

It was, as I have already stated, provided with two breaks besides the tender break; but, according to the evidence, the driver could not communicate with the guard in the rear break, and the latter did not hear the whistle for the guards' breaks, no unusual occurrence, as it is perfectly well known that the engine whistle cannot at all times be depended on to give a signal to the guards in trains even of moderate length. Under such circumstances it might have been presumed that when the general managers, after some experiments, selected a means of communication between passengers and the servants of a company in charge of a train, in fulfilment of the Act of Parliament, they would, at all events, have taken care that the driver should have the means of signalling to the guards to put on their breaks when he required them to do so, however inexpedient they may have considered it to afford imperilled passengers the means of giving an alarm; but this was not done, and thus the limited mail had practically one break among 10 vehicles, irrespective of the tender break, to assist the driver in stopping; an amount of break power altogether insufficient for a train that at times travels 60 miles an hour, and for very great distances without stopping.

In reviewing all the circumstances connected with this collision, it appears that the Cambridge goods train is appointed to leave Rugby at 12h. 25m. a.m.; a coal train, which actually followed it, at 11h. 40m. p.m.; and the Liverpool goods train at 1h. 10m. a.m.; while the limited mail should leave at 2h. 36m. a.m. But the goods and mineral trains respectively left at 1h. 40m., 1h. 43m., and 2h. 8m. a.m., and were all assembled together at Blisworth somewhere about three o'clock, so that when the Banbury Lane signalman had his signal at "caution" or at "all right," according to the driver of the limited mail, for that train to go on to Blisworth, he did not know whether or not all these trains were actually on the line between Banbury Lane and Blisworth. I am not blaming this man for not knowing. This want of knowledge is inseparable from the system. If he did show a caution signal he did all that the company's regulations required him to do; but if he gave an "all right" signal he was clearly to blame, according to his own evidence.

Again the driver of the limited mail was not "informed of the period of time" that the Liverpool goods train was "in advance" as he passed Banbury Lane, nor the driver of the Liverpool goods train of the time the coal train had gone by. The regulations do not require such information to be given. If a caution signal was shown at Banbury Lane it would

be an intimation to the driver that some train or trains were between Banbury Lane and Blisworth; but whether the previous train had passed 4 or as much as 16 minutes before the limited mail, as stated by the signalman, would not be notified to the driver. When one train follows another at an interval less than three minutes, if the leading train has not reached the telegraphic signal station in advance, then, according to the regulations, the following train is to be stopped and the driver verbally told. The general manager (Mr. Cawkwell) and the superintendent of this particular section (Mr. Bruyeres) assured me that this regulation was fully carried out; and I learn from the drivers on the line that every representation which they make as to signals not being well seen is promptly attended to, and that much greater strictness in enforcing this regulation has been adopted for the last year or so. But the information that reaches me, and the inquiries which I have made into collisions, where this system is in operation, together with my own observation of the appliances and facilities for carrying this regulation into effect, leads me to a very different conclusion. Thus I have already mentioned that many of the telegraph signal stations are not provided with distant signals, and the distance that the main signals can be seen by day is not sufficient in some cases, with the amount of break power usually supplied by this railway company, to enable the drivers of fast trains to stop at these signals, however much they may try to do so. Of course the case becomes so much stronger during thick weather, and it is out of the question altogether when there is fog, when the signals cannot be seen until they are nearly reached, unless the train is crawling along at a few miles an hour. Further, in my opinion, the company's telegraphic regulations are not sufficiently comprehensive to insure their being acted on; for instance, if a following train is to be actually stopped at a telegraph station, in order to tell the driver the particulars about a train in advance, when "line clear" has not been received from the station in advance, for a period of three minutes after it had gone by, the company should insist that entries are at once made, in ink, in a book of the times when the several signals are received, forwarded, and acknowledged; and also of the times when the various trains passed, with remarks to show which are stopped and cautioned. Now, in this recent collision the signalman on duty at Blisworth, an important station as well as a telegraphic signal station, could not tell me when the Cambridge goods train, the following coal train, and the Liverpool goods train had arrived there. He had no clock in his box. His watch was at Northampton for repair during the week he had been on night duty, and he had not asked for one of the company's watches. Comment is unnecessary; but this man had nothing to do with causing the collision.

If such a record book as I have referred to were properly kept at all the telegraphic signal stations, and carefully looked after by travelling inspectors, it would afford the best possible evidence of the intervals of time between following trains that could be produced when any mishap whatever takes place, as the *vivâ voce* evidence given after an accident has happened is most generally given with a very strong bias.

To show the further necessity for such records I should state that I was desirous of ascertaining the intervals of time between the goods train and the limited mail passing between Rugby and Blisworth at any of the stations, but was unable to do so.

I could have learnt when the limited mail passed Weedon, but not the time when the Liverpool goods train had previously gone by.

I do not think highly of this telegraphic system on the London and North-Western Railway, but to make it, what I suppose it is simply intended to be, a fair system of cautioning drivers, I hold that it is abso-

lutely necessary that distant signals should be put up and made to tell the same tale as the main signals at the telegraphic stations; and that a record book should be kept at every signal station.

When these improvements have been introduced the system of cautioning the drivers of trains by the

aid of the telegraph may be successfully accomplished on the London and North-Western Railway.

I have, &c.

*The Secretary,
Railway Department,
Board of Trade.*

W. YOLLAND,
Colonel.

A copy of the above report was sent to the company on the 12th November 1869.

LONDON AND NORTH-WESTERN RAILWAY.

SIR,

Bletchley, 20th October 1869.

IN compliance with the instructions contained in your minute of the 27th ultimo, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 20th September near the Bletchley station of the London and North-Western Railway.

There are three divisions under the passenger shed of the Bletchley station, of which the central span is used for main line traffic, the down line or western span for the Oxford and Banbury traffic, and the up line or eastern span for the Bedford and Cambridge traffic. A hundred yards south of the passenger platform there is a signalman's cabin, from which the points and signals on the south of the station are worked.

The Oxford branch, which is laid with a double line of rails, runs south from the passenger station, on the west of the signal cabin, and the outgoing line, for about a hundred yards, is used also, under a singular and defective arrangement, for incoming trains, in order that the incoming line may serve for that distance as a siding. A signal post opposite the cabin protects this portion of single line from outgoing trains, and a home and distant signal work in the opposite direction, at distances of 168 and 406 yards respectively from the signal cabin, to protect the single line from incoming trains.

The 7.30 p.m. passenger train from Oxford to Bletchley started from Oxford punctually on the day in question, consisting of an engine and tender, three carriages, and one break-van; and three more carriages and a van from Banbury were attached to it at Winslow. The joint train left Winslow at its proper time, 8.17, and approached Bletchley one minute late, at 8.39. The engine-driver whistled for the signals as he came within sight of them, about three quarters of a mile from the station, while he was travelling at a speed of 15 or 16 miles an hour. The signals having been lowered in answer to his whistle, he took off his tender break, and allowed his train to run forward to within 20 yards of the signal cabin. He then saw, while travelling at a speed of five miles an hour, that a train was approaching the portion of single line above referred to in the opposite direction. He did his best to pull up, but his engine came into collision with the engine of the other train, opposite the signal cabin, at a speed of three or four miles an hour.

The buffer-plank of the engine was broken, as well as the valve spindle glands, and a window of the front van was also broken by the head of the acting guard, who received a cut over the eye; but none of the passengers in this train appear to have complained of injury, and none of the carriages left the rails.

The train which came thus into collision with the Oxford train was due to leave Bletchley for Banbury at 8.20, but it had been detained for the down train (6.15 p.m.) from London, which was 14 minutes late. As soon as that train arrived, and the passengers had joined the Banbury train, the foreman-porter told the acting guard, at 8.37, that the latter train was right for starting; upon which the acting-guard blew his

whistle, and the engine-driver opened the engine whistle, and moved forward towards the signal cabin. The signal already alluded to at that cabin was at danger, and the light of a shaded lamp was reflected as usual from the semaphore arm, there being no red light attached to the signal post. The engine-driver, expecting the arm to be lowered in answer to his whistle, looked first at his watch as he proceeded towards the signal cabin, and then, on raising his eyes towards the signal, observed that it had not been lowered. He reversed his engine, and told his fireman to apply the tender break, but while he was thus bringing his train to a stand he saw the Oxford train coming through the points from the up towards the down line. The Banbury train appears to have stopped before the collision occurred, but the engine driver had not time to get it into backward motion.

The buffer-plank of the engine was broken, but it was not otherwise damaged. No damage was done to the carriages, nor did any of the wheels leave the rails. Five of the passengers have complained of injury.

The signalman who was on duty at the cabin heard the usual whistle from the engine of the Oxford train as that train approached Bletchley; and, as the Banbury train did not appear to be ready to start, he set his points and lowered his signals for the Oxford train to run into the station. He thus *locked* the signal for the outgoing Banbury train at "danger." When the Oxford train was about 200 yards from his cabin he heard the engine-driver of the Banbury train whistle, as a signal that he was about to start from the station. He ran out of his cabin door with his hand lamp, and shook a red light towards the Banbury train, in the hope of stopping it. But the driver did not appear to see it till he was near the Oxford train. The two engines met immediately afterwards opposite the cabin; the Oxford train at a speed, as it appeared to the signalman, of four miles an hour, and the Banbury train having nearly or quite come to a stand.

In this case the engine-driver of the Banbury train started from the passenger platform at Bletchley in the face of a danger signal, 70 yards from him, at the signal cabin, and, as he had no excuse for doing so, he has been severely punished by the company for his misconduct. The signal would be somewhat plainer and more efficient if it were moved a little nearer to the passenger platform, but it will hereafter be of less importance, inasmuch as the company now propose to construct an additional siding, and to work the trains into and out of the station on separate lines, in place of using a portion of the up line as a siding, and of the down line as a single line, as they have hitherto done. In doing away thus with the portion of single line on the immediate approach to the station, they will apply the remedy really required to prevent the recurrence of an accident of this description.

I have, &c.

*R. G. W. Herbert, Esq.,
Board of Trade,
Whitehall*

H. W. TYLER.

A copy of the above report was sent to the company on the 4th November 1869.

LONDON AND NORTH-WESTERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 12th November 1869.*

SIR,

IN compliance with the instructions contained in your minute of the 25th ultimo, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 21st ultimo, at Hyde Road Junction, near Longsight, on the London and North-Western Railway.

Eleven passengers are reported to have been injured, and the driver of the passenger train was hurt in the back and thigh.

On the day in question, a train, which consisted of an engine and tender, a break van, three composite carriages, three first class, and a guard's van with a guard at the tail of the train, left Chelford for Manchester at the proper time, 8.30 a.m. The train proceeded all right as far as Stockport station, which it left at the proper time, 9 a.m.

The train was not timed to stop between Stockport and Manchester. This section of the London and North-Western Railway is worked on the block telegraph system. I am informed that no two trains are allowed to be on the same section of the line, between two telegraph stations, at the same time. Longsight and Hyde Road Junctions are two telegraph stations between Stockport and Manchester. They are about two thirds of a mile apart, and are provided with block telegraph instruments, but not with speaking telegraph instruments. The signal at Longsight hut is used as the down distant signal to protect Hyde Road Junction; but the signal is worked by the signalman in the Longsight hut.

On the morning in question, the 8.30 a.m. passenger train from Chelford was telegraphed forward to Longsight from Levenshulme at 9.2 a.m. according to the signalman at Longsight.

The signalman at Longsight had just allowed a single engine to pass his hut towards Hyde Road, from whence it had to fetch a truck of ice out of the sidings at the up side of the line; but as this engine was crossing from the up to the down road near Longsight hut, the signalman turned it into the down sidings, instead of letting it go to Hyde Road, so as to allow the 8.30 a.m. passenger train to proceed at once towards Manchester, instead of the single engine.

The signalman at Longsight had already telegraphed the single engine to Hyde Road; but he stated that he recalled that message, "single engine on line," and gave the passenger train in its place. He further stated, that the Hyde Road signalman acknowledged and received all his telegrams, which were given on the down block telegraph instrument, and that consequently he took off his Longsight signal to allow the 8.30 a.m. passenger train to pass towards Manchester.

The signalman at Hyde Road Junction stated that he had kept the down road between Hyde Road station and Longsight blocked from the time that a passenger train passed his hut at 8.52 a.m. that morning. He allowed a goods train to commence to shunt from the up to the sidings at the down side of the line at 8.55 a.m. according to his clock. He admitted that he took out the pin from the down road block telegraph instrument when he perceived the Longsight signalman calling about 9 a.m., that he then got four ticks to the left on the down line block instrument, which denoted a single engine coming on the down road. He admitted repeating that signal, and then pinning his needle again to "line blocked." He intended to allow the single engine to come on, although the line was then occupied with the goods train, because he believed he could do so in safety, as he knew that the single engine was only going into the up sidings near his hut. He then got another notice bell signal from Longsight, and again unpinning his down line block

needle to see what was wanting. He said that he got two ticks to the right on the down block instrument, which would denote that a passenger train was coming; but he stated that he did not acknowledge those ticks, and did not know what they meant, but pinned over his needle at once to "train on line," and kept the signals at his hut at "danger." He stated that the 8.30 a.m. passenger train arrived at 9.3 a.m. according to his clock, which appears to have been slow, as this train arrived at the crossing from the down line to the down line sidings near Hyde Road hut about 9.7 a.m., and there came into collision with the goods train, which was being pushed backwards into the sidings.

The goods train consisted of an engine and tender, 24 loaded waggons, and a break van. The sixteenth waggon from the engine was struck by the engine of the 8.30 a.m. passenger train, and nine of the goods waggons were knocked off the rails and much damaged.

The passenger engine and tender, the front break van, and two composite carriages were thrown off the rails. The van was broken up, and two carriages were badly damaged. The other carriages were slightly damaged, and the buffer plank of the passenger engine was broken.

The driver of the passenger train was too unwell to attend the inquiry. His fireman stated that the fog was so thick that he saw the goods train before he could see the Hyde Road Junction signals, and that the speed of the passenger train, which was about 20 miles an hour, was only slightly checked before the collision occurred.

The guard of this train also stated that he could not see the Hyde Road Junction signals before the collision occurred, owing to the fog.

The signalman in Hyde Road hut, on the morning in question, was a shunter from Longsight goods yard. The regular signalman was sick, and the shunter had done duty as a relieving man under such circumstances for two years. He had been employed in place of the sick man for three weeks when the accident took place.

He should not have allowed the goods train to commence shunting at 8.55 a.m. when a passenger train was due about 9.7 a.m. Owing to the incorrectness of his clock, he appears to have allowed the goods train to commence shunting about 8.58 a.m. Secondly, he had no right to receive the single engine when his line was blocked by the goods train. The act of taking out his pin, and repeating the four ticks given on the down telegraph block instrument for this single engine, was calculated to lead the signalman at Longsight to believe that the down line was clear at the time that the single engine started from Longsight, and as the block pin at Hyde Road was again taken out when the signalman at Longsight rang the notice bell for the 8.30 a.m. down passenger train, it was calculated to mislead the Longsight signalman, who himself had detained the engine, for which the down line had been previously blocked.

This does not, however, excuse the Longsight signalman in sending forward the passenger train without having got "line clear," from Hyde Road, and having received the distinct replies to his telegrams relating to the passenger train.

The Longsight signalman stated that he did receive the required acknowledgments of the detention of the single engine, and of the notice bell and telegram for the passenger train. The Hyde Road signalman distinctly denies this. On this point I am inclined to believe the latter.

The detention of the single engine by the Longsight signalman, after he had telegraphed it forward, was also calculated to cause confusion. The Hyde Road signalman appears to have a very indistinct idea of the meaning of the block telegraph system.

He affirmed that he did not take off the block from 8.52 a.m. till dinner time, whilst he admitted receiving the single engine on the line at 9 a.m., and that he unpinned his needle, and thus, again took off the block, when he heard the notice bell from Longsight for the 8.30 a.m. down passenger train.

Both the Hyde Road and Longsight Junction signalmen appear to have worked their block telegraph instruments solely to expedite the traffic over the section of line between their huts, without any reference to the safety of the trains.

The block system as used by them is no block at all; and such will generally be the case in emergencies when the signalmen are not provided with speaking instruments to tell each other what they want, and

when they use the block instruments for this purpose.

The down road signal at Longsight Junction hut should be worked by a wire from Hyde Road Junction with a slot, so that the Longsight signalman could not take it off till Hyde Road signalman had given him permission, and the up road signal at Hyde Road Junction should be similarly worked from Longsight Junction hut. I recommend, further, that speaking instruments be provided in all the telegraph signal huts.

I have, &c.,
F. H. RICH,
Lieut.-Col., R.E.
*The Secretary,
Board of Trade
(Railway Department).*

A copy of the above report was sent to the company on the 7th December 1869,

LONDON AND NORTH-WESTERN RAILWAY,

*Railway Department,
Board of Trade,*

SIR, *Whitehall, 2nd December 1869.*

I HAVE the honour to report, for the information of the Board of Trade, in obedience to your minute of the 16th ult., the result of my inquiry into the circumstances which attended a collision that occurred on the 13th ult., between a portion of a coke train and a passenger train, on the Huddersfield and Manchester section of the London and North-Western Railway, between Golcar and Slaithwaite stations. Three passengers complained at the time of being slightly hurt; the guard of the passenger train was a good deal injured, and the breaksman of the coke train was also hurt, while attempting to retard the progress of the coke waggons after he quitted his break van.

There is a long incline of upwards of seven miles in length, commencing close to Huddersfield station, and rising to and ending near the eastern end of Stanedge tunnel. It varies in steepness from 1 in 100 to 1 in 110, but is principally on 1 in 105.

Golcar station is 3 miles, and Slaithwaite $4\frac{1}{2}$ miles from Huddersfield. About August 1866 a long siding was constructed between these two stations, off the up line to Manchester, which siding is entered by a pair of back points on the up line, at an occupation level crossing called Cox's. The signalman at Cox's siding is furnished with an up distant signal, placed at another occupation crossing, called Low Westwood, 880 yards lower down the incline towards Huddersfield than Cox's crossing; and the signalman at Low Westwood level crossing is also provided with an up distant signal 370 yards still further down the incline.

These two men are also supplied with gongs and disc signals worked by wires into their respective boxes, by which they have all proper facilities for protecting goods or slow trains from a following fast train while in the act of entering or leaving Low Westwood siding.

Instructions on the subject were issued on the 7th July 1866, by the then superintendent of the district (Mr. Sutton) as follows: "On a train stopping at Cox's crossing box for the purpose of shunting into the siding, the signalman, after placing his signal at 'danger' to protect the siding, will give two strokes of the gong to the signalman at Low Westwood box, and immediately show by disc, 'UP MAIN LINE BLOCKED.'

"The signalman at Low Westwood, to intimate that he is aware the up main line is blocked, will repeat two strokes of the gong, and work his disc also to show in Cox's crossing box, 'Up main line blocked.' Before working either the gong or disc, he will place his signal at 'danger' to stop any approaching train."

No directions are given whether the signalman at

Low Westwood is to take off his up distant for an up train to approach his crossing while another train is in the act of entering or leaving the siding, or to keep it on for the purpose of bringing the up train to a stand.

On the morning of the 13th ult. a coke train, consisting of two engines, 39 waggons, and one break van, left Copley Hill, near Leeds, for Macclesfield, at its proper time, 7 o'clock. It is appointed, in the company's working time tables, to shunt at Low Westwood siding for the 7h. 50m. a.m. fast passenger train from Leeds to Liverpool; it is marked to pass Huddersfield without stopping at 8h. 15m., but no time is given for its arrival at Low Westwood siding. It is stated that this train reached Heaton Lodge about 7h. 55m., stopped outside the junction, and proceeded at 8h. 0m. The time of its leaving Huddersfield is disputed. The driver and breaksman of the train state that it reached Huddersfield about 8h. 15m., but was stopped outside the station on the viaduct, in consequence of a Lancashire and Yorkshire down train having to cross from the one-sided platform on to its proper line, when leaving the station. They and the fireman assert that the train left at 8h. 25m. by the station clock. The driver of the leading engine says it was 8h. 22m., and his fireman, between 8h. 20m. and 8h. 25m. The books kept at the north and south ends of the station show that it passed at 8h. 21m., while the inspector on duty says it was only 8h. 20m. The train is said to have reached Low Westwood siding about 8h. 40m., and when it stopped for the purpose of being shunted into the siding the break van and a pair of wheels of the waggon next to it were below the points leading into the siding.

The driver was, in consequence, signalled to go ahead, to draw the break van clear of the points, and in the act of starting, the shackle of a North-Eastern goods waggon, standing about the tenth from the engine, broke, and the afterpart of the train, consisting of 30 vehicles, immediately began to run backwards down the incline, although, according to the breaksman, he had put on his break when the train stopped, and fastened it on by a chain and strap.

It is stated that sleet was falling at the time; that there was a tremendous high wind, and that the rails were wet and greasy; and when the signalman at Cox's crossing called out that the train had broken loose and was descending, the breaksman says he ran after the train and got into his van, and tried to put the break harder on, but found that he could not do so. He then got out of his van with a spragg, and tried to put it between the spokes of the wheels of two following waggons, but was knocked down while attempting to insert it in the second. The fireman of the train engine, the signalman at Cox's crossing, and a labourer employed in the engineer department all state that they each put on three of the waggon breaks as the train descended, but the run-away waggons

continued to descend, though apparently not at a high velocity, until they came in contact with the 7h. 50m. a.m. fast passenger train 135 yards higher up the incline than Low Westwood crossing. The passenger train having been brought almost, if not quite, to a standstill, in consequence of the up distant signal standing close to Low Westwood crossing, but worked from Cox's crossing, being on at "danger," the signalman at Low Westwood crossing had taken off his up distant signal to allow the passenger train to come up to his crossing, according to his usual practice, but he showed the driver a red flag.

I have already stated that Mr. Sutton's instructions did not describe what this signalman should do under such circumstances, but I consider that, in accordance with the object for which an up distant signal was provided in 1866, it should not have been taken off for the passenger train to pass, until the distant signal worked from Cox's crossing showed "all right," to indicate that the coke train had got into the siding.

This 7h. 50m. a.m. fast train consisted of an engine and tender, four carriages, and one van at the rear, with a guard riding in it. The train left Leeds one minute late, arrived at Huddersfield at 8h. 29m., and left at 8h. 31m., according to the driver and guard; but the report signed by the latter, who was cut over the eye and seriously hurt in the side and back, states the time of arrival to be 8h. 30m., and that of departure 8h. 32m. The inspector says it left at 8h. 34m., and the signalman at the south end of the station at 8h. 35m.

The driver found the distant signal worked from Cox's crossing on at "danger" against him, and tried to whistle it off, and he observed the Low Westwood signalman exhibit a red flag, and perfectly understood that a train was in the act of shunting out of the way at the siding above. But the line a little higher up than Low Westwood crossing curves to the right round the side of a hill, and the view in front is, in consequence, very limited. He says, he had brought his train to a standstill, and the fireman and himself had got off before the collision took place. The guard says that it had nearly come to a standstill. The run-away waggons continued to descend at a speed which is said not to have exceeded seven or eight miles an hour, until they came in contact with the passenger train engine about 750 yards from Cox's crossing.

The effect of the collision was to break the buffer

plank of the passenger train engine; to throw several of the waggons off the rails, rearing two of them up on their ends, damaging three, and also the break van. The passenger train was forced back some 50 yards by the shock of the collision, but no vehicles in it were thrown off the rails.

The primary cause of this collision was the fracture of the shackle of the coupling; and on examination, it was found that there was an old fracture in it, nearly to the amount of one half of the whole sectional area, which old fracture might have been seen if the shackle had been carefully examined. The quality of the iron appeared to be very good.

The collision would not have taken place if the company's regulations had been enforced.

Rule No. 127, page 51 of the Regulations for 1869 directs that "Passenger, goods, mineral, cattle, or ballast trains, when appointed in the time tables to shunt for following trains, or when, from slow travelling or other circumstances, they are likely to be overtaken by a following train, must be shunted at stations or sidings where there are fixed signals, at least ten minutes before such following train is due."

Now the 7.50 a.m. fast passenger train from Leeds to Liverpool is due at Huddersfield to arrive at 8h. 28m., and to depart at 8h. 30m. I think it is proved, notwithstanding the inspector's statement to the contrary effect, that the coke train left Huddersfield not earlier than 8h. 21m., as recorded in the train time books; and, according to my reading of the above rule, I hold that it should have been shunted at Huddersfield to allow the passenger train to precede it in going up the incline, as there was no deficiency of accommodation there.

There is little use in making regulations unless it be determined to uphold them.

The signalman at Huddersfield received no instructions from the inspector on duty to let the coke train go, but when the engine whistled he lowered the signal for it to proceed.

The inspector states that he had been told by telegraph that the 7h. 50m. train was two minutes late at Dewsbury. If that was his reason for permitting the coal train to proceed, the driver of the train should have been cautioned.

*The Secretary
(Railway Department),
Board of Trade.*

I have, &c.,
W. YOLLAND,
Colonel.

A copy of the above report was sent to the company on the 30th December 1869.

LONDON AND NORTH-WESTERN RAILWAY.

SIR, *Manchester, 10 Jan. 1870.*

IN compliance with the instructions contained in your minute of the 29th November, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 25th November at the Ditton station on the London and North-western Railway.

Ditton is 27 miles from Manchester, and about 10 miles from Liverpool, on the Timperley and Garston section of the above railway, and it is the site of the junction with the Runcorn branch. The signals at the junction-cabin, east of the station, are also used for the protection of the station; the home-signals being at the east end of the up passenger platform, and the distant-signal towards Widnes and Manchester being 840 yards from the home-signal. The line is straight, and rises slightly from Widnes old station to Ditton station.

The 7.50 a.m. express passenger train from Manchester to Liverpool started from the London Road station at Manchester punctually on the day in question, consisting of an engine and tender, six passenger carriages, and a break-van, and conveying about 100

passengers; and left Widnes, a mile from Ditton, at 9.16, one minute late. The morning was very foggy, so much so that in approaching Ditton, the engine-driver could not see 30 yards ahead of him. He approached the Ditton distant-signal at a speed of 24 miles an hour, and was only able to see, when he was almost under that signal, that it was at danger. He had already shut off his steam, and he immediately applied the tender-break, put his engine in mid-gear, and sanded the rails. As he passed the distant signal he saw close to it a platelayer, with a red flag, who was employed to act as a fog-man; and he passed over two fog-signals, also close to the distant-signal. When he had gone 260 yards beyond the distant signal, he saw the breaksman of a goods train, who called to his fireman to jump off the sand-box in front of the engine on which he was sitting. Forty yards further his engine came into collision with the break-van of a goods train, at a speed of 7 or 8 miles an hour, according to his own evidence, or 7 to 10 miles an hour according to that of the guard.

The buffer-castings in front of the engine were broken, and the end of the buffer-plank was splintered.

But neither the engine, nor any of the carriages, nor the van, were thrown off the rails. The carriages were only slightly damaged as regarded their buffers. Up to the present time eight passengers have complained of injury.

The goods train which stood thus in the way on the main line, was a Great Northern train, which had come from London, and left Godley junction, 32 miles from Ditton, about 6.45 a.m. After stopping at Woodley, it left Stockport, 26 miles from Ditton, about 7.20, ten minutes late. It reached Ditton, where it was not due to stop, at 8.58; and after being stopped by the distant-signal and one fog signal, the engine-driver drew within the distant-signal, and brought his train to a stand, with his engine close behind the break-van of a train which he found at the station, and with the break-van of his own train 300 yards within the distant-signal.

The goods guard, knowing that there was a fog-man, whom he had seen in passing, near the distant signal, out for his protection, expecting that his train would go forward immediately, and fearing to be left behind when it did so, remained in his break-van. The first notice that he had of the approach of the passenger train was from hearing the explosion of two fog signals. He then jumped out of his van, and concluding from the noise of the approaching passenger train that it was not likely to stop, he ran back, and shouted by way of giving an additional warning to the engine driver. He had not got more than 20 yards, however, from his van, before the passenger train passed him, and the collision occurred as above described. He thought that the passenger train passed him at a speed of "at least 8 to 10 miles an hour."

The break-van was knocked off the rails, and its end was smashed in. One waggon was also knocked off the rails, and its end was similarly damaged, as well as the ends of two other waggons. No one with the goods train was injured.

In this case, the engine-driver of the London and North-western passenger train had 300 yards in which to slacken his speed, between the distant-signal, with the fog-man and two fog-signals near it, and the point of collision. The passenger guard, though he heard no whistle from the engine, applied his break in passing the distant-signal. He was unable, on account of the fog, to see the condition of that signal, and he did not hear the fog signals explode, but he applied his break as a matter of precaution, and according to his usual custom, in passing the distant-signal, with a view to pulling up at the station where his train was due to stop.

The engine-driver excuses himself for not having sooner reversed his engine by saying that seeing only the distant-signal at danger, and hearing only two fog-signals, and not being warned by violent waving or by a greater number of fog signals, and having heard from the station-master at Widnes that the previous train had been gone 25 minutes, he did not think that there was likely to be any obstruction at the station so near to the distant signal on the east of the home signal and the passenger platform. He therefore contented himself by placing his reversing-lever in mid-gear only, and he did not place it in backward gear, and apply his steam,—by which he might further have reduced his speed, if, indeed, he could not also have avoided the collision,—until he saw, at 40 yards from the goods van, the guard of the goods train 20 yards from that van. His fireman was on the sand-box all

the way from Widnes, the rails having been in a very slippery state. The engine was a single engine, with driving wheels 5 ft. 6 in. in diameter, and leading and trailing wheels 3 ft. 6 in. in diameter. The diameter of the cylinders was 15½ ins., with a stroke of 20 inches.

The goods train was standing for 17 minutes in the position above described, 300 yards within the distant signal, before the collision occurred; and the Great Northern goods guard relied, as above stated, during the whole of that time, on the protection of the distant signal and the fog-man near it.

Rule 268, at page 97 of the London and North-western Company's printed regulations, provides that, "In cases where trains are stopped outside the main signal and within the distant-signal, guards and breaksmen must not consider their trains protected by the distant-signal, unless they are well covered by it, but they must go back, and protect their trains, as directed by Rule 38." And Rule 38 provides for the guards proceeding, in cases of irregular or accidental stoppage, 1,200 yards to the rear of their trains. It is not easy to ascertain or to define precisely the number of yards indicated by the expression "well covered by the distant-signal," but upon the interpretation of that expression hinges the question as to whether the Great Northern guard ought, under the above rule, to have gone back to protect his train.

The fog-man who was on duty at the distant-signal when the two trains passed it, had been working at the same post from 11 o'clock on the previous night. He had also been doing his regular duty as a platelayer from 7 a.m. till 5 p.m. on the previous day. He had thus been working for 21 hours, with six hours of rest between his 10 hours of day-work and his 11 hours of night-work, and he did his day's work the next day as usual. As fog-man, he was guided simply by the distant-signal,—applying fog signals to the rails, and leaving them down while the signal was in its normal position of danger,—and taking them off again when it was turned to caution, from time to time, to allow a train to pass. He was not, of course, aware, while the fog was so thick, how far any obstruction might be from him within the distant-signal.

There was no system of telegraph working on this part of the line when the accident occurred, but the permissive train-telegraph system has since been introduced between the Ditton junction and the Widnes deviation junction, as well as from the latter junction for 3½ miles towards Manchester; and it is in process of extension towards Liverpool. If that system had been in force the collision might have been avoided, inasmuch as the engine driver would, no doubt, have been checked at the Widnes deviation junction, about a mile from the Ditton junction, and would there have been informed that a train was in front of him which had not passed Ditton junction; and he would probably, after such a warning, have approached the Ditton distant-signal with greater caution. There are now 75 trains passing Ditton in each direction on this line during the 24 hours, and although the gradients are not severe, nor the obstructions to view, except in the neighbourhood of Warington, serious, yet it would in my opinion be better if the absolute block, rather than the permissive train-telegraph system, were to be adopted for the security of the traffic.

I have, &c.

H. W. TYLER.

*The Secretary,
Railway Department,
Board of Trade.*

A copy of the above report was sent to the Great Northern and the London and North-Western Railway Companies on the 27th January 1870.

LONDON AND NORTH-WESTERN RAILWAY.

*Board of Trade,
27th December 1869.*

SIR,

In compliance with the instructions contained in your minute of the 15th inst., I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 7th inst. at Wigan station on the London and North-western Railway.

One passenger is reported to have complained of being shaken.

On the night of the 7th inst. 17 cattle trucks and goods waggons were pushed by an engine and tender from the goods yard at the south side of Wigan station, through the station, with the view of placing these trucks and waggons in a siding at the west side of the station, so as to be taken on by one of the goods trains proceeding to the north.

In order to reach this siding at the west side of Wigan station, the waggons, after being pushed through the station on the down line of rails, were pulled back and brought to the siding by a cross-over road at the north side of Wigan station.

The railway at the north side of the station is on a gradient of one in 330, rising towards the north; the gradient in the station and to the south falls one in 100 towards Newton Bridge.

It appears that three cattle waggons at the north end of the train of waggons became unhooked from the rest, when the engine was reversed from pushing them up the gradient to pulling them back into the station.

The yard shunter, who, according to the company's rules, was riding on the leading waggon when the lot were being pushed northward through the station, jumped off when he reached the north end of the station platform, as he saw a train of empty passenger carriages and a van in the west siding which required to be eased down the incline southwards, to make room for the goods and cattle waggons being placed there.

The shunter's duty was to remain on the leading waggon (which would become the tail waggon when the engine was reversed) until the shunting operation was completed, but he thought that moving the empty coaches was the more difficult operation, and he therefore jumped off to do this work. He asked the yard watchman who was standing close by, taking the numbers of the waggons, and whose duty it was to assist the shunter in the yard work, to stand by and

signal to him when the waggons were pulled back into the siding clear of the main line, so that he might know how far it was necessary to ease the carriages down the incline to make room for the waggons.

The watchman did not take the shunter's place on the leading waggon, nor did the shunter tell him to do so.

The points of the cross-over road by which the train was to be shunted into the west siding were worked by a signalman stationed in a hut close by the point at the north side of the station.

This shunting operation was made about 8.45 p.m. The night was dark. Neither the shunter, watchman, or signalman observed that the waggons had become detached and remained standing on the main down line about 180 yards to the north of Wigan station.

The 7.30 p.m. train from Liverpool, which consisted of an engine and tender, two composites, one third, a guards' van with a guard, an empty third class carriage, and two carriage trucks, coupled in the order given, arrived at Wigan at 8.59 p.m. It left Wigan for Preston at 9.1 p.m. The down signal at the north side of the station was "all right" for it to proceed; and the train had attained a speed of about nine miles an hour, when the engine struck the three cattle trucks that were standing on the down rails, and drove them forward 400 yards. The driver of the passenger train did not observe the cattle trucks till he was within about an engine's length of them. He had only time to shut off steam, and he got on his tender break as his engine struck the waggons. The passenger train only moved about 20 yards forward beyond the point of collision. Neither the engine, tender, passenger carriages, or cattle trucks were thrown off the rails, but one of the latter and the engine were slightly damaged. The passenger train proceeded on its journey about 12 minutes after the collision.

The accident was caused by the shunter not remaining on the last waggon of the train, and by his neglecting to double shackle the cattle waggons, as he should have done.

I have, &c.

F. H. RICH,

*The Secretary, Lieut.-Col. Royal Engineers.
Railway Department,
Board of Trade.*

A copy of the above report was sent to the company on the 18th January 1870.

LONDON AND NORTH-WESTERN RAILWAY.

SIR,

Manchester, 10 Jan. 1870.

In compliance with the instructions contained in your minute of the 21st December, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 17th December between Greenfield and Mossley on the London and North-western Railway.

The Greenfield and Mossley stations are $2\frac{1}{2}$ miles apart, on the line from Huddersfield to Manchester; and this section of railway, for two miles, from Greenfield to Roughtown crossing, has been worked since the 10th of December on what has been called the permissive block, but which, not being a *block*, is better named the permissive train-telegraph system. There is a falling gradient towards Mossley of 1 in 125, and the line is much curved.

On the 17th December, the 3 p.m. passenger train from Leeds to Manchester left Greenfield at 4.38,

eight minutes late, consisting of an engine and tender, five carriages, and two break-vans. The engine driver found the signals at Greenfield junction, 150 yards west of Greenfield station, at all right, and ran forward in due course towards Mossley. When within a mile of the Roughtown crossing distant-signal, he noticed, while travelling at a speed of about 30 miles an hour, that the distant-signal was at all right. After travelling at an increased speed for a quarter of a mile further, he saw, in rounding a curve, first a red light on the right, then one at the tail, and next one on the left of a goods-van in a cutting before him. He at once shut off his steam, whistled for the breaks, reversed his engine, and re-applied his steam, whilst the fireman screwed on his tender break; and they then opened their sand boxes. In running 254 yards from the point at which he first sighted the red lights on the goods train, he thus reduced his speed from 35 to 15 miles an hour, before he struck the van of a

goods train in front of him. He heard no fog-signal, and had no warning of any sort, until he sighted the lights at the tail of the goods train as above described; but he saw the goods guard waving a hand-lamp from his van when he was within about 60 yards of it, and he saw him jump out of the van just before he struck it with his engine.

The engine of the passenger train was considerably damaged. The buffer-plank and both buffers were broken, the framing was bent and broken, and the gibs and cotters of the small ends of both connecting rods were broken. Neither engine, tender, nor any of the vehicles of the passenger train were thrown off the rails. Two of the carriage bodies were slightly shifted on their framings, but the carriages sustained otherwise very little damage. Altogether, 20 passengers out of about 170 have complained of injury.

The goods train which was thus in the way of the passenger train on the main line, left Leeds at 12.30 p.m., 15 minutes late, and Copley Hill, a mile from Leeds, at 1.40, an hour and ten minutes late. It was detained at Copley Hill by extra shunting, and by a North-eastern goods train, which was in front of it. In running towards Greenfield the engine driver, having a *through* load, and not being obliged to stop at intermediate stations, nearly made up his time again; and he passed Greenfield, after having been checked at the distant-signal, at 4.20, 10 minutes late. In running, as he estimates it, at 12 to 15 miles an hour, but probably at higher speed, he observed that the engine struck a platelayer, about 150 yards west of the junction signal-cabin. The platelayer was walking in the 6-foot intermediate space, with his back to the train; and when the fireman opened the whistle to warn him of his danger, he jumped, unfortunately, into the way of the train, in place of taking refuge on the other line of rails. The engine driver was not able to see whether the platelayer fell between the rails or in the intermediate space, and he accordingly brought his train to a stand, after running rather more than a mile, with the break-van just within the distance-post marked as $31\frac{1}{4}$ miles from Leeds. Fearing that the platelayer who had been knocked down might, if he had survived, receive further injury from a following train, the engine-driver jumped off his engine, and ran back towards Greenfield, leaving his fireman in charge of the engine. The engine-driver got back past the van before the train came to a stand; and after asking the guard why he had not applied his break previously, in obedience to the engine whistle, he directed him at once to apply it. The guard, who had applied his break in the first instance, and had taken it off again, in ignorance of what had occurred, and under the impression that the speed was only sufficient for running forward to Mosley station, then turned his break on again; and, dropping from his van he followed the engine-driver towards Greenfield.

The engine-driver went back to a platelayer's cabin, about 150 yards west of the Greenfield junction cabin; and, finding a foreman and another platelayer near it, he requested them to go back to the station, to report what had occurred, and to go in search also of the injured platelayer. He then returned towards his train, and he met his guard, on his way, near the Royal George siding, about 600 yards in the rear of his train. The guard learnt then, for the first time, the reason why the engine-driver had stopped the train and gone back towards Greenfield. He had, he states, already placed two fog-signals on the rails, and he had four more in his pocket. There is no doubt that he had fog-signals in his van, but it is a question whether he took any with him along the line. No fog signal was heard to explode, nor was any exploded signal found after the collision. He adds, however, that he took up the fog-signal he had placed on the rails nearer to his train, as he returned to it; but that he left on the rail the fog-signal he had placed on it near the Royal George siding. The engine driver asserts that he twice directed the guard to place fog signals on the rails near the Royal George siding, but the guard

denies that the engine-driver said anything of the sort to him.

The regulations of the company require that the guard should, in such a case, "go back 1,200 yards with danger signals, to stop any coming engine or train, and should, in addition to his hand signals, take detonators," and further that, at "every interval of 300 yards he must place upon one of the rails of the line on which the stoppage has happened one of the detonators; and on arriving at the distance of 1,200 yards he must place one detonator upon each rail, and opposite each other, so as to make one report, to check any approaching engine or train, when he will return (picking up the intermediate detonator), and conspicuously show his hand danger signal to within 600 yards of the stoppage, where he will continue to show his danger signal until the obstruction is removed and safety ensured, when he will return to his train, and remove the remaining detonators, except the two which he placed at the 1,200 yards."

The guard excuses himself for not having rigidly carried out the above regulations, by saying that he met the engine-driver on his return before he had got out to the full distance of 1,200 yards, or gone more than about 800 yards from his van. And he states that he heard from the engine-driver of his having warned the platelayers near Greenfield to remove the injured platelayer, and to stop the passenger train. The engine-driver, on the other hand, denies positively that he gave any information of this description to the guard. Be that as it may, the engine-driver rejoined his engine, and had got his train into motion, and was moving forward at four or five miles an hour when the collision occurred; while the guard waited, he says, near the Royal George siding, until he saw his train moving forward, and then ran towards it to rejoin it. He saw the passenger train following after he had been in his van for a minute and a half, and he then took off his break, waved his hand-lamp, and jumped out of the van again just in time to avoid the effects of the collision.

The van was not much damaged, but mounted on a waggon of pig-iron in front of it. The loadings of the waggons were, in some instances, displaced, but none of the waggons were thrown off the rails, and the whole 35 travelled forward to their respective destinations after the collision.

The platelayers who were at the cabin near Greenfield junction, after hearing from the engine-driver that one of their gang had been knocked down by the goods engine, went towards Greenfield in search of him. The foreman found him, with his shoulder broken, near the junction, where he was already being assisted by another platelayer; while the second platelayer, who had been with the foreman, went to a *ground* pointsman, 100 yards from the junction cabin, and told him that, as the driver of a goods train had been back, he supposed the goods train was standing on the line below, and that he, the pointsman, had better, therefore, warn the driver of any passing train, and see the driver of the express, and give him a signal.

The ground-pointsman not only heard thus from the platelayer of the man having been knocked down by the goods train, but he also saw the poor man after his removal. He admits having heard that the goods driver had been back to look after the injured man, and having been told by the platelayer to warn the driver of the express train. But he states that he was engaged for 10 minutes afterwards in shunting operations with a train from Oldham, and that he was behind the Oldham engine when the express passenger train passed him. He was thus prevented from cautioning the engine-driver of that train; and he had not, for the same reason, told the junction signalman, who was, however, within 80 yards of him, of the necessity for warning that engine-driver.

The goods train passed the Greenfield junction cabin at 4.20, and the express passenger train at 4.40. Working in conformity with the permissive

train-telegraph regulations, the signalman at the Roughtown crossing kept his needle, and the needle in the cabin at Greenfield junction, at "train on line," while the goods train was standing between the two cabins, and because that train had not passed the Roughtown crossing cabin. It was the duty of the Greenfield signalman, therefore, to have given a warning with green lights from his fixed signal and hand-lamp, to the driver of the passenger train; but, on seeing the passenger train starting from the Greenfield station and approaching his cabin, he forgot, so long a time having elapsed, that the line had not been cleared, and he simply lowered his semaphore signal (which will not go to "all right") to "caution," to authorize the engine-driver to proceed—without giving the additional green light from his hand-lamp, which would, under the regulations, have indicated to him that there was a train on the length in front of him, and within, at all events, two miles of him. This signalman had been four years in the service on similar duties, and had been 12 months at Greenfield. He had worked the absolute block system for four years at the Staleybridge tunnel and on the Oldham line, but had not been working the permissive system more than a fortnight in learning it, and one week in carrying it out in practice.

This collision resulted from a combination of circumstances. No blame can be attached to the engine driver of the goods train for bringing his train to a stand, and running back, as he did, with great activity, in the hope of saving the platelayer who had been knocked down by his engine from further injury. He did not forget to instruct the platelayers whom he met near Greenfield to warn following trains. He, no doubt, speaks the truth, when he states that he told his less active guard to place fog-signals on the rails; and he must be excused for stopping his train at the earliest moment, instead of running a little further forward to place it under the protection of fixed signals, which

he might, in a less urgent case, be expected to have done. The goods guard, who did not see the platelayer knocked down, or know, in the first instance, the cause of the stoppage, ought to have taken fog signals back with him, and to have taken better measures himself, in place of trusting to what he supposed the engine driver had done for the protection of his train. Neither the platelayer, who communicated with the ground-pointsman, nor the pointsman himself, were as zealous as they might have been. By communicating with the junction signalman, or by giving warning directly and distinctly to the engine driver of the express train, they might possibly have prevented the collision from occurring. The signalman, himself, admits frankly his forgetfulness in not exhibiting a green light from his hand-lamp, in obedience to his train-telegraph regulations.

But this caution signal from his hand-lamp was all that he omitted, and it is a question whether that alone would have been sufficient to prevent the accident. Admitting that the other servants of the company might have been expected to be more active or zealous in protecting the goods train, or in warning the engine-driver of the passenger train, still the whole case rather tends to the conclusion that the absolute block system would be more effective in this or other cases of accidental stoppage than the permissive train-telegraph system. And, having regard to this particular line, on which 49 trains pass within the 24 hours in each direction, where the gradients are severe, the curves are frequent, and the view is much obstructed, I consider that the London and North-western Company would adopt the *block* with greater advantage than the *permissive* system.

*The Secretary,
Railway Department,
Board of Trade.*

I have, &c.,
H. W. TYLER.

A copy of the above report was sent to the company on the 31st January 1870.

LONDON AND NORTH-WESTERN RAILWAY.

SIR,
1, Whitehall,
29th January 1870.

IN compliance with the instructions contained in your minute of the 23rd ultimo, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances attending a collision which occurred at Warrington low-level station on the London and North-western Railway on the 18th ultimo.

Fourteen passengers are returned as having been shaken and bruised by the collision.

Warrington low-level station is situated on the line between Liverpool and Manchester, via Widnes and Broadheath, the next stations west and east of it being Sankey Bridge and Latchford. Close to the east end of the station there is a level crossing called "Slutcher's Lane," and about 600 yards west of this crossing there is another called "Crosfield's;" the signalmen at these two crossings have a gong communication with each other, and regulate the traffic in and out of the station. In consequence of the density of the traffic, and the obstructed view of the line between "Crosfield's" crossing and the station, the portion of the line between "Slutcher's Lane" and "Crosfield's" cabins is worked, by means of the gongs, on a species of block system, which is continued from "Slutcher's Lane" cabin to the next one, nearly half a mile distant in the Manchester direction. Between "Crosfield's" cabin and Sankey Bridge, in the Liverpool direction, the line is worked by train telegraph. One of the rules for the guidance of the signalmen in the cabins east and west of the station is that "in the case of line blocked being given" (four strokes of the gong), in reply to passenger or goods train approaching (two

or three strokes of the gong), "any approaching train or engine must be brought to a stand and cautioned," in accordance with Rule No. 181. of the company's "regulations." I am, however, informed that, *in practice*, this rule is so far supplemented that no train is allowed to pass "Crosfield's" cabin, when going in the Manchester (or up) direction, or "Slutcher's Lane" cabin in the Liverpool (or down) direction, while a passenger train is standing at the station on the up or down lines respectively. The signalman at "Slutcher's Lane" has two home signals and an up distant signal on the home signal post at "Crosfield's" cabin, the signalman at the latter having also two home signals and an up distant signal. The normal position of these signals is, according to the special rules, to be at danger, and they are only to be lowered for the passing of trains. From "Crosfield's" cabin up to the west end of the station the line falls at 1 in 220 and 1 in 152, whence it rises up to "Slutcher's Lane" at 1 in 94.

On the morning of the 18th December, at about 9.45, Nichols, the signalman at "Crosfield's" cabin, passed on to Francis, the signalman at "Slutcher's Lane" cabin, by two beats of his gong, the signal that a passenger train from Liverpool to Manchester, due at Warrington at 9.46, was approaching the station. Francis' up distant signal was at this time *off*, and he stated that he was in the habit of keeping it so (thus departing from the rule relating to these signals) when the up line between Nichols and him was unoccupied, unless a train was signalled forward to him while shunting was going on between him and the next block station eastward, when he would put this signal to danger. He replied to Nichols by one

beat of his gong, meaning "line clear," and, as soon as he saw the engine of the passenger train coming round the curve into the station, put his up distant signal to danger, and blocked the up line by giving Nichols four beats of his gong. The passenger train, which consisted of engine, tender, two third class, one second class, two composite carriages, and a guard's break van, then drew up to the platform at 9.46 (correct time), where it had to remain till 10 o'clock.

As the passenger train was passing Nichols' cabin a goods-train was being signalled forward to him from Sankey Bridge; and for this he gave line clear as soon as the tail of the passenger train had passed, but kept on at danger both his main and distant signals, as the passenger train was standing in the block in advance.

This goods train, which consisted of tender, engine, 22 loaded waggons, and a break van, had left Runcorn at 8.30, and was due at Warrington, the terminus of its journey, at 9.30; but, having been detained at Widnes junction, it was nearly half an hour late, and drew up at "Crosfield's" cabin, in obedience to the signals, at about 9.52 (or 9.54 by Nichols' clock, which appears to have been two or three minutes fast), with the footplate of the engine opposite to the signal post. At this time it was stated to have been raining very heavily, and that, in consequence, the driver and fireman of the goods engine alighted and went into the cabin for shelter; there were also in the cabin a ganger and two platelayers working on the line near the spot. Nichols gonged forward the goods train to Francis on its arrival, and received back four beats, implying line obstructed. Nichols then states that as he was telegraphing forward a down goods-train to Sankey Bridge, the driver in the cabin said, "It is past ten" (the clock being then two minutes past), walked out of the cabin, followed by his fireman, jumped on his engine, and went away; and that by the time he (Nichols) had finished sending his message the goods engine had gone some distance ahead. Nichols is positive that "line clear" had not been received from Francis, that the latter's distant signal had not been lowered, and that he himself had given no permission to the driver to start; in these assertions he is borne out by independent and collateral evidence; but he gives no explanation as to why he did not take some means to prevent the driver carrying out his evident intention of starting. The driver and fireman both declare that they had permission from Nichols to start, and that Francis' up distant

signal was lowered to signify that the up line was clear; but the weight of the evidence is so strong against their statements that I cannot believe the greater part of them. The fact of Nichols' clock showing past 10 (the passenger train being due out of the station at 10) may have possibly led the driver to conclude that the road would be clear for him, and he may also have mistaken the sound of the fall of the down signal for that of the up distant signal, as he was not in a position to get a direct view of the arms.

The goods train accordingly proceeded towards the station; and the driver states that he had attained a speed of about six miles an hour, when, at about 100 yards in front of him, he caught sight of the van of the passenger train standing at the west end of the platform. He used every effort to stop, but in consequence of the slippery state of the rails from the rain and the descending gradient he was unable to do so, and pitched into the van at a speed estimated at from three to five miles an hour.

No damage at all was sustained by the goods train.

At about 9.59 by the station clock the guard of the passenger train heard a rumble and then a whistle. He had got his passengers in and his doors shut, and had just time to give his driver a signal to draw ahead (which he had commenced to do) when the collision occurred. The front wheels of the van were knocked off the road, one of its front buffers broken, and its body shifted on its frame; the end of the composite next it was broken in by the van-buffer; and the third-class body next the tender shifted on its frame. As before stated, 14 passengers were more or less injured.

This accident was caused by the act of the driver of the goods train in starting from "Crosfield's" cabin before receiving a proper signal or permission for so doing.

The signalman Nichols is to blame for having taken no means to prevent the driver of the goods train from starting.

The signalman Francis appears to have adopted a peculiar practice in the use of his up distant signal; this practice might, under certain circumstances, lead to the occurrence of an accident.

I have, &c.,

C. S. HUTCHINSON,
Lieut.-Col. R.E.

*The Secretary,
Railway Department,
Board of Trade.*

A copy of the above report was sent to the company on the 15th February 1870.

LONDON AND NORTH-WESTERN RAILWAY.

*Board of Trade,
14th January 1870.*

SIR,

IN compliance with the instructions contained in your minute of the 29th December 1869, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 27th ultimo on the London and North-western Railway, between the Anglesea sidings and Brownhills station.

Four passengers have complained of being slightly bruised.

On the day in question an up train, which consisted of an engine and tender, 32 empty waggons, and a guard's van, arrived at Anglesea sidings from Wicknor junction. Twenty-three empty waggons were shunted across the down line into the sidings at the north side of the railway, and 16 waggons loaded with coal were taken out of the sidings, and attached to the train which was standing on the up line of rails. The shunting was then stopped by the directions of the signalman, who was in charge of the sidings, as a down passenger train was due to pass at 11.31 a.m.

When the shunting was stopped, three loaded waggons, which were intended to be sent on by the coal train, had not been lifted out of the sidings. The down passenger train, due to pass Anglesea at about 11.31, was about 25 minutes late, and as a special up passenger train from Wicknor junction was due to pass Anglesea about 11.51 a.m., the goods train was started from Anglesea towards Brownhills station, without taking the three loaded waggons that still remained in the sidings, so that the up line might be cleared for the up passenger train.

The signalman in charge of the Anglesea sidings had received a printed notice of the running of the special up passenger train, but he stated that he forgot all about the special up passenger train, which was an extra train, run during the Christmas holidays, five minutes in advance of the ordinary passenger train, to prevent the ordinary train being of an inconvenient size. The special up passenger train was five minutes late, and therefore arrived at the time when the ordinary passenger train was due.

The signalman stated that he started the coal train, or rather allowed it to start, 10 minutes before the

special up passenger train arrived; but it appears that he started the coal train only about three minutes before the special arrived.

The rule on the London and North-western Railway for stations like Anglesea sidings is, that signalmen are to keep their signals at "danger" for five minutes after a train has passed, and at "caution" from five minutes till 10 minutes have elapsed, after a train has passed.

The signalman at Anglesea pulled his up distant signal to "all right," and placed his station signal at "caution" for the special up passenger train, which ran passed his station at a speed, which the driver estimated as between 15 and 20 miles an hour. It was snowing hard at the time. The line rises from the Anglesea sidings to Brownhills station, which is rather more than $\frac{1}{2}$ of a mile from Anglesea, on a gradient of 1 in 112. The coal train, which consisted of an engine and tender, 16 loaded, 9 empty waggons, and a break van, was proceeding up the incline at a rate of about 4 to 5 miles an hour, according to the evidence of the driver and two guards, who were in charge of the train. When the van in rear of the coal train was about 160 yards inside the Brownhills up-distant signal, it was overtaken and run into by the engine of the special up passenger train.

The Brownhills up distant signal is only about 400 yards from the place where the engine of the coal train stood, when it was started from Anglesea sidings.

The passenger train consisted of an engine and tender, a third-class break, a composite, six thirds, one first, a second-class carriage, and a guard's break van with a guard. The carriages were coupled in the order given. The driver of this train stated that he observed that the station signal at Anglesea was at caution; but he does not appear to have slackened his speed in consequence (any further than it was retarded by the incline) until he got opposite the Brownhills up distant signal, which was at danger. He perceived the coal train about 160 yards in front of him at this time, and did his best to stop his train, by shutting off steam, reversing his engine, using the tender brakes, and whistling for the guard's breaks; but he could not stop; and he stated that he struck the coal train at a speed of about five miles an hour.

A copy of the above report was sent to the company on the

The buffers and buffer plank of the passenger engine were broken, and the lubricator of this engine was damaged, but no other injuries were done to any vehicles in either train, or to the permanent way. None of the vehicles left the rails. The senior breaksman of the goods train jumped off his van; the second breaksman remained in the van, and was not hurt, the guard of the passenger train was knocked back by the collision, but felt no further injury than a slight stiffness the next day.

The driver and fireman of the passenger train remained on their engine, and were not hurt.

The driver of the passenger train stated that owing to the snow, which was very thick, he could not see the Brownhills up distant signal until he got opposite to it, when he also saw the train in front of him.

The Brownhills up distant signal stands on the top of a high bank. It is a fine high signal, and can be seen for a long distance in clear weather. It is 925 yards from the Anglesea signalman's station hut. The up distant signal for Brownhills station is on the same post.

The accident was caused by the neglect of the signalman in charge of the Anglesea sidings, who should have put the coal train into the sidings, and cleared both main lines for the passenger trains 10 minutes before they were due; instead of which, he started the coal train about the very time when a passenger train was due on the same line of rails, and placed his signals at "all right" and "caution," instead of at "danger," which was calculated to make the driver of the passenger train believe that the coal train had gone more than five minutes prior to his arrival; whereas the coal train had only started about three minutes before the passenger train ran past.

The driver of the passenger train does not appear to have been impressed with caution by finding the Anglesea signal at "caution." Had he kept a good look-out, I am of opinion that the accident would have been prevented.

I have, &c.,

*The Secretary,
Railway Department,
Board of Trade.*

F. H. RICH,
Lt.-Col., R.E.

LONDON AND NORTH-WESTERN (SHREWSBURY AND HEREFORD) RAILWAY.

*Railway Department,
Board of Trade,*

Sir, *Whitehall, 1st January 1870.*

I HAVE the honour to report, for the information of the Board of Trade, in obedience to your minute of the 18th November, the result of my inquiry into the circumstances which attended a collision that occurred on the 13th November between a London and North-western passenger and a Great Western coal train, between the Craven Arms and Marsh Brook station on the Shrewsbury and Hereford Railway. One passenger is returned as having been slightly shaken.

It appears from the evidence that a Great Western coal train was appointed to leave Hereford for Shrewsbury at 6.30 p.m. It was due to stop at Leominster, Ludlow, and Church Stretton. It consisted of engine and tender, 26 loaded waggons, and one break van, when it reached Ludlow at 8.50, 35 minutes late. It left Ludlow at 9.3 p.m., one hour late, and as it approached the Central Wales Junction, a quarter of a mile south of the Craven Arms station, the distant and junction signals were found to be at danger, and the driver whistled for them to be taken off. When he had brought his train nearly to a stand between the distant and junction signals, they were taken off, and the coal train proceeded, and ran through the Craven Arms station without stopping.

There is some uncertainty as to the exact time when this coal train passed the junction and through the station. The signalman on duty at the station says it passed at 9.35, and it appears that he had given this information to the station-master, when the latter went on to the platform to meet the London and North-western passenger train. The driver of the coal train says it was 9.40 by his watch, but he could not say how his watch agreed with the station clock. The signalman at the junction, strange to say, who booked all trains to or from the Central Wales Railway, does not appear to have been instructed to record the times when the main line trains passed his box, but he distinctly states that it was not 9.40, as he had line blocked from the Central Wales station at that time, and the coal train had then gone out of his sight, and he could see it for half a mile. I do not see any reason for doubting that it left about 9.35.

The London and North-western passenger train which is appointed to leave Llandoverly at 6.53, is due to leave the Craven Arms station at 9.25, and the signalman at the Craven Arms station gives as his reason for allowing the coal train to go before the passenger train, that he had received a telegram from Knighton, 12 $\frac{1}{2}$ miles from Craven Arms, that the passenger train due to leave that place at 8.52 did not leave until 9.23, and assuming that it would keep

time, that it would leave at 9.55 instead of 9.25, and thus be still 20 minutes behind the coal train in leaving the Craven Arms station.

The coal train was allowed one hour to run from Ludlow to Church Stretton, $14\frac{3}{4}$ miles, and it appears from the preceding to have reached Craven Arms ($7\frac{3}{4}$ miles from Ludlow) in half an hour, so that it was running very nearly to its proper rate of speed as far as the Craven Arms station, although the train was undoubtedly a heavy one; and it had got to nearly half way to Marsh Brook, or near two miles from Craven Arms station, when it was overtaken and run into by the London and North-western passenger train on its way from the Craven Arms to Shrewsbury; and the van of the coal train had a pair of its wheels thrown off the rails, and the step and machinery of the break damaged. The breaksman jumped out just before the collision took place, but there was a driver in the van, who fortunately was not hurt.

The signalman at Craven Arms station told the driver of the passenger train that the coal train was before him, and he received a caution signal signifying that the previous train was not 10 minutes ahead from the gatekeeper at the level crossing, rather more than $\frac{1}{4}$ of a mile north of the Craven Arms station, because the coal train was a heavy one.

It appears further that the passenger train had made up some of the time which had been lost when it arrived at Knighton, so that it reached Craven Arms at 9.47, and left at 9.48, according to the signalman, and at 9.48 and 9.50 according to the driver, thus leaving several minutes before the proper time of doing so, if no time had been made up.

The London and North-western passenger train, which consisted of engine and tender, three carriages, a guard's van, and a carriage truck, is said by the driver to have been running at from 15 to 20 miles an hour when they first came in sight of the red

lights on the coal train. The guard names 20 or 25, and the fireman 30 miles an hour, which in my opinion is the most probable rate, and the distance which the coal train could be seen in front at that part would from the nature of the line, probably not be more than 140 to 160 yards.

The driver of the coal train says he was running upwards of seven miles an hour when he was overtaken by the London and North-western train, which, according to its driver, was only travelling at from four to six miles an hour!

Again, the time when the collision occurred is disputed. The driver and guard of the coal train say it was about 9.52, and the driver and fireman of the passenger train name 9.57, and the guard says 9.56. One thing is quite certain, and that is, that the driver of the passenger train was driving too fast, under the circumstances, he having been cautioned at the Craven Arms, and not keeping a sufficiently good look-out ahead, or the collision would not have occurred. One buffer of the passenger train engine was broken and the buffer plank damaged, but nothing was thrown off the rails.

This collision could not have taken place if the traffic had been worked on the absolute block system, which is in operation on certain parts of the Shrewsbury and Hereford Railway, and on the Central Wales Railway, but not on this portion, as under that system, if properly worked, the passenger train would have been detained at the Craven Arms station.

I am in hopes that no long interval of time will elapse before it will be adopted throughout on the Shrewsbury and Hereford Railway.

I have, &c.,
W. YOLLAND,
Colonel.

The Secretary,
Railway Department,
Board of Trade.

A copy of the above report was sent to the London and North-Western and the Great Western Railway Companies on the 18th January 1870.

LONDON AND SOUTH-WESTERN RAILWAY.

SIR, 1 *Whitehall, S.W., 23rd October 1869.*

IN compliance with the instructions contained in your minute of the 28th ult., I have the honour to report, for the information of the Board of Trade the result of my inquiry into the circumstances attending the collision which occurred on the 23rd ult., at Fremington station on the North Devon line of the London and South Western Railway.

As the result of this collision four or five passengers were shaken and slightly injured.

Fremington is a station between Barnstaple and Bideford, next to and three miles from the former, the line being single from Exeter to Bideford and the gauge mixed. Fremington being used as a crossing place, it is provided with a loop, and has also extensive sidings, connected with coal wharves on the Taw. There are low standard signals at the points at each end of the loop which serve as the ordinary station signals, and also distant signals in both directions. The down distant signal on the Barnstaple side is 360 yards from the down standard signal, and is visible for at least a mile; the latter on account of a cutting in a sharp curve, some bushes growing on the side slope, and its own want of height, can be seen for only 220 yards.

The crossings of the trains are arranged in the time tables, and if any alterations have to be made instructions are given to the several station masters concerned, by telegraph.

The following rules bearing upon this accident were issued on the 24th May 1862, and form part of the London and South-Western Railway company's special instructions (printed in their rules and regulations) "as to the working of signals at stations on single lines of railway and caution to engine men."

1. "When two trains are to pass each other at any station upon a single line of railway, either according to the time tables or by special instructions, the signals at such station, both stationary and distant, *in both directions should be placed so as to show the danger signals both to down and up trains.*"

2. "When either the down or up train is heard approaching the station *the danger signals must not be taken off, but kept on until the train has actually stopped*, when the caution signals for that train will be shown to bring it into the station."

4. "After one train has stopped at the platform the other train can be admitted into the station by showing the caution signals."

A comment upon the above then follows: "Particularly observe, that the instructions in the 2nd paragraph provide that the danger signals *shall not be taken off* for either train *until that train has stopped*; after it has stopped it has to be admitted into the station by the 'caution' signal."

"That instruction may be an excess of caution, but still it is necessary to make sure that the two trains shall not overrun the station and come into collision; and the whole instructions must be observed to the letter when two trains meet at a station on a single line." (The italics are in the original.)

On the 23rd ult. an up mixed goods and passenger broad-gauge train, consisting of engine and tender, break-van without guard, two loaded waggons, one composite carriage, and one second-class carriage with break compartment, in which there was a guard, left Bideford for Crediton at 3.15, P.M.; five minutes late, and arrived at Fremington platform at 3.33, also five minutes late, having been admitted through the points

at the Bideford end of the loop by the Fremington pointsman. Although, as before explained, Fremington is a passing place for certain trains, it is provided with only one platform on the down side; and up trains therefore use the down or wrong line in passing from one end of the loop to the other. The pointsman followed the train up to the platform, and as soon as the passengers had alighted told the driver to go and shunt, meaning that he was to go forward to the points at the Barnstaple end of the loop, and back through them into the loop or sidings, so as to get out of the way of the down passenger train due at Fremington station at 3.35. The pointsman rode up to the points on the step of the front van, in order to be ready to lower the signals (now at danger), and hold the points for the admission of the Barnstaple train as soon as the other train should have backed out of the way. As the engine was passing through the points (at about 3.34 or 3.35) the driver caught sight of the engine of the down train coming round the curve about 200 yards off; he immediately reversed, got his engine into backward motion, and had moved his train back about an engine's length when he was struck by the other engine. His leading and driving wheels were at once knocked off the road, but his trailing and tender wheels kept it. The front break-van left the road with all its wheels, but no couplings gave way. The broad gauge engine came to a stand about 70 yards from the point of collision, with no serious injury either to engine or carriages, and none to the company's servants; only one passenger complained of being slightly hurt.

The down train which caused the collision was the 1.25 P.M. narrow-gauge passenger train from Exeter to Bideford. It had started from Exeter five minutes after time; but, although generally late during the summer months, had on this occasion made up its time on reaching Barnstaple, from which it started at 3.29, (its correct time), consisting of a four wheel-coupled tank engine, two second-class, two first-class, two third-class carriages, and two break-vans with a guard in the last but one, it having to stop and cross the broad-gauge train at Fremington. The driver stated that he shut off steam about half a mile from the Fremington distant signal (which was at "danger," as it always was when trains had to cross) and whistled for it to be taken off; that as it was not he had his break applied, but that finding his speed was being reduced too much (viz., to eight or ten miles an hour on passing the distant signal post) his fireman took it off again; that on rounding the curve between the two signal posts he caught sight of the broad-gauge engine coming towards him; that he then sounded his break whistle and had his break applied, but did not reverse his engine, as the break blocks already had the wheels tight (it being a tank engine). The fireman and guard corroborated the driver's statement, the guard declaring that he put his break on hard on catching sight of the broad-gauge engine, at which time the speed was not more than eight to ten miles an hour. All three stated that the speed on collision did not exceed four to six miles an hour; the guard of the other train and the pointsman estimating it at from 15 to 20 miles. Nothing left the rails in the narrow gauge train; the buffer plank, and the cover and rim of one of cylinders of the engine were broken and there was other minor damage sustained. Three or four pas-

sengers in the carriage next the engine complained of slight injury. The narrow and broad gauge engines kept together after collision until they stopped, as stated above, about 70 yards from the point at which they first struck and about 260 yards from the point at which they first came in sight of each other.

The permanent way suffered to the extent of one rail and 45 to 50 chairs being broken.

The prime cause of this accident was the complete disregard of the special instructions (quoted above), as to the working of signals at stations on single lines, on the part of the driver of the engine of the narrow gauge train. He had been employed as a driver on the North Devon line for the last 10 years, and there is therefore no excuse for his conduct on the ground of want of experience. By his own confession he was running past a distant signal, at which there was a special order for him to stop, at a speed of eight to ten miles an hour; and, judging from the distance run (about 260 yards, including 70 yards after collision,) after the broad-gauge engine had been seen and the breaks applied this speed must doubtless have been very much greater.

From the evidence of the pointsman, however, it seems that at Fremington the rule as to the actual stopping of trains until the distant signal is taken off had become a dead letter, and that if the signals are at "danger" they come in at a *walking* pace, ready to stop if necessary outside the points. This statement is also borne out by the evidence of the guard of the broad gauge train, who stated that he remonstrated with the pointsman about shunting at the points at the Barnstaple end of the loop just at the time the passenger train was due, showing that he did not believe much in the protection afforded by the signals being at "danger." The pointsman probably depended upon the fact of the down passenger train being usually late, which would give the other train ample time to get out of its way.

The pointsman (or, perhaps, rather the station-master) knowing of this lax practice with regard to signals, is much to be blamed for sending the broad-gauge train to shunt at a part of the single line where the down train was then almost due.

Want of discipline is therefore at the root of this accident, and it is to be hoped that its occurrence may induce the company to take more pains to ensure that rules so carefully framed, as those above quoted, for the prevention of accidents should not be treated as dead letters.

The present accident would not have occurred had an up platform existed and been in use at Fremington station, as in this case the broad gauge train would have used its proper line and not have had to shunt.

I would recommend, therefore, that an up platform be constructed at Fremington, and that up and down trains always use the proper lines of the loop at this and other stations on the North Devon line.

The position of the standard signal at the Barnstaple end of the loop may be much improved, as pointed out on the spot, and the bushes which impede its view should be cut down.

*The Secretary,
Railway Department,
Board of Trade.*

I have, &c.,
C. S. HUTCHINSON,
Lieut.-Col., R.E.

A copy of the above report was sent to the company on the 9th November 1869.

LONDON AND SOUTH-WESTERN RAILWAY.

*Hampton Court,
31st December 1869.*

SIR,
IN compliance with the instructions contained in your minute of the 24th instant, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 15th instant

at the Brentford station of the London and South-western Railway.

Brentford is 10½ miles from the Waterloo terminus of the London and South-western Railway. There are up and down passenger platforms; and goods sidings, on both sides of the line, on the east of those platforms. The sidings on the north of the line are

connected with both main lines by a through crossing and slip points a short distance on the east of the platforms, and again with the up main line, in two places at 400 yards to the east of the platforms. There is a cross-over road between the two main lines, one end of which is at the most distant junction of the sidings with the up main line, so that these two connections with the up main line are worked as three-throw switches. It was in consequence of a pointsman mistaking the handle of the points at the east end of this cross-over road for the handle of the siding points that the present collision occurred.

This section of the London and South-western Railway is worked under the absolute block system of Mr. Preece, a cabin on the up platform at Brentford communicating with a cabin at Old Kew Junction about three quarters of a mile from it on the east, and with another at cabin at Isleworth about one and a half miles from it on the west. For the better protection of the main line from the sidings above referred to, the gate-keeper stationed at a level crossing 325 yards east of the platforms communicates by means of an electric bell with the signalman at the station. No train is allowed to start from, or to pass along the up line from Brentford eastward, unless the station signalman has first obtained by means of his bell the permission of the gate-keeper; and no train is allowed to run into the Brentford station from the westward until the gate-keeper has obtained the permission of the station signalman, and sees himself that the main line is clear for the purpose.

The station signalman works a "stop" signal applying to the down line at 410 yards from his cabin; and the above permission to allow a down train to enter the station is given to the gate-keeper as well as to the servants in charge of the train by the lowering of this stop signal. The gate-keeper works a distant signal, further to the eastward, and 296 yards from his cabin; and he only turns this distant signal to all right, for the admission of a train, after seeing that the station signalman has so lowered his stop signal. The men working thus in communication with one another have not yet, however, been provided with any of the improved systems of mechanical apparatus which prevent their making mistakes in the working of the points and signals which may lead to accidents. The points are also worked from the ground, from scattered positions, and in many cases independently of the gate-keeper and signalman. In the course of a great amount of shunting, which occurs at this station, as the connecting link for traffic between the London and South-western system on the one hand and the London and North-western and Midland systems on the other, via the North and South Western Junction Railway, the points are commonly (and necessarily under existing circumstances) worked by guards, breaksmen, and others, who are not so well acquainted with them as regular pointsmen told off for that special purpose; but this is done under a foreman of shunters, and with the assistance of porters sent down from the station to attend to the trains.

On the day in question, the 9 a.m. passenger train from Waterloo to Hounslow left Waterloo at 9.1, consisting of a tank-engine, three first-class, two second-class, two composite, and one third-class carriages, and a break-van. It reached Kew Bridge station at 9.31, and left it again at 9.32. The engine driver found both the distant-signal above referred to, worked by the gate-keeper, and the stop signal, worked by the station signalman, at danger, and he slackened speed accordingly, so as to be able to stop short of the stop signal, if necessary. When he was within 25 yards of that signal, he noticed that it was turned to all right, and he applied his steam in order to draw forward to the station. Having taken three minutes to run from Kew Bridge to the above signal, he drew up at the stop signal at 9.35; and he was travelling at four or five miles an hour when he again applied his steam on seeing that signal turned to all right. After proceeding 20 or 30 yards he saw that a van and coal waggon, which were being shunted on the up

line, were suddenly turned along the cross-over road towards the down line as he passed them on his engine. He shut off his steam again, blew his whistle, and did his best to pull up; but the leading first-class carriage next behind the engine caught the shunting coal waggons, and the third and fourth vehicles of the train, a break van and a composite carriage, were thrown off the rails.

The engine, which went ahead of the shunting waggon, was not touched, but five of the carriages in the passenger train were more or less grazed or damaged. No passenger has made any complaint to the company of personal injury.

The waggon and van which were thus turned onto the down line in the way of the passenger train, belonged to a regular coal train 8 a.m. from Brent, the junction with the Midland Railway near Hendon. It reached Brentford at 9.5, consisting of an engine and tender, 32 loaded coal waggons, and two break-vans. After coming to a stand on the down line, the guard unhooked five coal waggons, and shunted them into a siding; he then moved his train to the up line, to allow a passenger train to pass on the down line; and he next went away towards the station, to ascertain what waggons he had to take to Feltham. The breaksmen or underguard was thus left in charge of the east portion of the train; and he commenced to prepare that portion, while the guard proceeded to marshal the other end of it, preparatory to its departure. The guard employed the regular train engine, and the breaksmen a pilot engine for these purposes.

The breaksmen with the pilot engine took, in carrying out this duty, a van and one waggon from the portion of the coal train standing on the up line, turned them into the north sidings, fetched out 10 other waggons, attached five of them to the train, and pushed the other five back into the siding. He was then about to push the waggon and van back against the train on the up line, and thus to complete his shunting, when an inspector called out to him to "come into the siding again, and push the five waggons clear of the level crossing." He ran to the points, to obey this order, and instead of catching hold of the handle of the points leading from the up line to the siding, he seized the handle, close to it, of those leading from the up line to the down line. He thus turned the engine, van, and waggons towards the down line, in place of turning them, as he intended, into the siding. He saw his mistake as the waggon entered the points, and he hallooed to the engine driver to pull up; but the driver did not hear him, and the collision occurred before the pilot engine could be brought to a stand.

This collision occurred, then, simply from a mistake of the breaksmen of the coal train, in catching hold of the wrong handle of two pairs of points, in close proximity to one another, and in thus turning a coal waggon, van, and engine towards instead of away from a passing passenger train. The breaksmen made this mistake in the course of his duty, as the result of the fresh instructions suddenly given to him by the inspector to go back into the siding. In order that the proximity of these handles to one another may not lead to a similar mistake on a future occasion, the precaution should now be adopted of so interlocking the points with the signals that it may be mechanically impossible, on the one hand, to open the points for the down line when the signals are lowered for a train to pass along that line, and on the other hand, to turn the signals to all right when the points are open for the down line.

The sidings at this now important station have been extended from time to time, and the duties of the gate-keeper have increased in consequence of the nature of the traffic, the distance from the station, and the arrangement of the sidings, until the gate-keeper has become practically a junction signalman, and his duties in that respect have become, if anything, more important than those of the station signalman. There are, further, other positions in connection with the working of these sidings at which there is less security than at th

spot where the accident has occurred. I have discussed the subject at some length with Mr. Williams, the superintendent of the company, on the spot, and have made some recommendations, with a view to the greater security of the traffic. I understand that improvements are proposed, under which the gate-keeper will be provided with apparatus better suited to the importance of his present duties, and will, in fact, become, as he ought to be, the principal signalman in charge of the traffic approaching the station from the eastward, and of the starting of trains from the station towards the eastward; so that the sidings, from which both main lines may be at any time endangered, may be under his special supervision, and may be directly and efficiently controlled by him. There being

no sidings on the west of the station, it would appear that the station signalman might advantageously be removed to and provided with improved apparatus at the west end of the sidings. The working of all points and signals concentrated into the hands of these two men, the interlocking of the point handles and signal levers, and the avoidance of all unnecessary connections with the main line, with safety points between the ends of the sidings and the main lines, are the principles mainly to be kept in view in the improvements which should be effected.

I have, &c.,
H. W. TYLER.

*The Secretary,
Railway Department,
Board of Trade.*

A copy of the above report was sent to the company on the 15th January 1870.

LONDON, BRIGHTON, AND SOUTH COAST RAILWAY.

*Board of Trade,
(Railway Department.)*

Whitehall, 20th November 1869.

SIR,

I HAVE the honour to report for the information of the Board of Trade, in obedience to your minute of the 29th ult., the result of my inquiry into the circumstances which attended a collision that occurred on the 25th ult. at Stewart's Lane Junction, on the London, Brighton, and South Coast Railway, between a passenger train belonging to the London and North-western Railway Company and a goods train of the Midland Railway company, on which occasion four passengers are stated to have received injury or been shaken, in addition to the guard of the passenger train who was also hurt.

Stewart's Lane Junction is situated about half a mile to the south of the Battersea Park station and junction at the Victoria Railway bridge, and the line descends to it for the first half of the distance on a very steep incline of 1 in 52.

Its approach from the Battersea Park station side is protected by a distant signal 670 yards from the junction, and placed within about 160 yards of the Battersea Park Junction signal box and signals; by a stop signal 166 yards north of the junction signal box, and by the junction signals. The distant signal is well seen from the Victoria bridge, and Stewart's Lane Junction signals can also be seen from the bridge and at the Battersea Park station before the distant signal is reached, when the weather is clear and when there is no steam or smoke from the Battersea goods yard or thereabouts, situated at the foot of the incline, and on the western side of the line. But the junction signals are lost sight of as a train descends the incline, being hid by certain railway and road over bridges, and the stop signal cannot be seen, owing to these bridges, until an engine is only about 140 yards from the stop signal. This stop signal has been placed in its present position to prevent down trains travelling on the main down line from running into trains proceeding to or leaving the Battersea goods yard, by lines of way that pass across the main up and down lines, to the London, Chatham, and Dover Railway lines and yard. Another stop signal is placed about 64 yards north of the Stewart's Lane Junction down stop signal, to prevent trains from leaving the Battersea goods yard without the sanction of the signalman.

The signals and points at the Stewart's Lane Junction signal box are well arranged and fitted up with proper locking apparatus to prevent the signalmen from making mistakes.

It appears from the evidence that a Midland goods train is appointed to leave Battersea goods yard at 8h. Cui. p.m., and which usually leaves by 8h. 5m. p.m.: but, on the evening of the 25th ult. it was late, and the driver of this train only whistled for permission to come out of the Battersea goods yard and to go to the

London, Chatham, and Dover yard at 8h. 22m. At that time, according to the signalman at Stewart's Lane Junction, an engine was going into the London, Chatham, and Dover yard, so that he could not then lower the signal: but as soon as the Dover engine was clear, he signalled the Midland goods train on to the London, Chatham, and Dover signal box at Stewart's Lane station, and this signal was answered by the London, Chatham, and Dover signalman pulling off the disc signal which works into the Stewart's Lane Junction signal box, and that gave permission to the signalman to let the goods train enter the yard.

The Stewart's Lane Junction signalman then shifted the points, and lowered the Battersea yard stop signal before referred to, and the semaphore signal over his box, and having done this it was then impossible for him to lower the signals, for a London and North-western passenger train, appointed to leave Victoria station at 8h. 22m. p.m., which was telegraphed forward from Battersea Park Junction at about 8h. 25m., at the same time as the Midland goods train, commenced moving out of the yard.

The London and North-western passenger train, which consisted of a tank engine, running with the chimney behind and six carriages with a guard riding in the last carriage, which was fitted with a break continuously coupled to the two carriages in front of it also fitted with breaks, left Victoria station at 8h. 23m., or one minute late. It passed Battersea Park Junction signal box—where it got a caution signal authorizing it to proceed—at 8h. 25½m.; and the driver and fireman both assert that the Stewart's Lane Junction distant signal was "all right" for them to proceed, showing as it did a white light; but the evidence is perfectly conclusive as to the state of the signal, and I think they either did not observe this signal at all, which, from all the circumstances, appears to be the most probable supposition, or their assertion is directly contrary to the fact.

The driver of the North-western train also states that "he shut off the steam before he got over the Victoria Bridge, and did not put it on again at all: that he thinks he was running about 10 to 12 miles an hour when he left the bridge, which was not as fast as they usually travel: that he did not see the Stewart's Lane Junction signals on passing over the river bridge: that he looked for them, but could not see them, as there was steam from South-western trains passing the over bridge at Stewart's Lane Junction in each direction at the same time: that after passing the distant signal and railway bridge they came to the road bridge, where he caught sight of the stop signal, which showed a 'red' light, and he opened the whistle he believes before he passed from under the bridge, and kept on whistling: that the fireman put on his break as well as he could, and he reversed his engine, but had not time to put steam on the reverse

way before they came into collision with the Midland goods train (which was in the act of crossing the line on which he was running) at a speed which he estimates at 10 or 12 miles an hour, and ran right through the goods train and cut it into two parts."

The guard of this train states that "he observed the Battersea Park Junction signals at caution for them to proceed, and then he got down from the platform in his break compartment, and made an entry in his book of the time of leaving Victoria station, and looked at some dispatches, and thus he did not see the Stewart's Lane Junction distant signal, as they had run by it by the time he had made the entry, &c. He says he knew that this distant signal was the regulating signal, and that he ought most decidedly to have seen it; and he also states that if this signal is on at danger the drivers usually open their whistles, but on this occasion no whistle was sounded, and he therefore believed the signal was at all right: he estimates the speed in passing Battersea Park Junction at from 15 to 18 miles an hour: that he commenced to put on his break immediately after passing the distant-signal, in accordance with his usual custom, to slacken the speed in going down the incline; that he did not put his break hard on, but only gathered up the slack before the driver whistled when about half way between the road bridge and the stop signal: he estimates the speed at the time of the collision at from 12 to 15 miles an hour, and he was thrown by the shock from his platform to the other end of the compartment, and was hurt."

I do not think much dependence can be placed on this man's statement.

A signalman, in the Battersea Park Junction box, and another on the London, Chatham, and Dover line, at the same place, both state that the distant signal was on at danger before the London and North-western train passed it: that the train was going very fast, and the engine had the steam on: both observed the signal lowered for the Midland goods train to leave the yard before the London and North-western train reached the distant signal, and comments were made by one of them to the other, and to a telegraph clerk in one of the signal boxes, as to the speed at which the train was travelling, while passing the distant signal at "danger."

The London and North-western engine struck the seventh waggon from the rear break in the Midland goods train, which consisted of 18 vehicles, and carried it right ahead, and the engine stopped 96 yards south of the stop signal, the collision having taken place about 14 yards south of the stop signal: seven waggons and two break vans were damaged in the Midland train. The London and North-western passenger engine was a good deal damaged: the tank was stove in, and one end completely destroyed, one side plate was torn off, the buffer plank was broken, and the life guards knocked off; the two last carriages

were also off the rails, and the brass work and every step of the carriages were swept off on the off side and the panelling damaged. But the prevailing opinion seemed to be that more serious injury would probably have resulted to the passengers if the North-western train had been travelling at slower speed.

As the result of my inquiry I should state that I have no doubt the collision was wholly caused by the neglect of the driver, fireman, and guard of the London and North-western passenger train, in not having observed and attended to Stewart's Lane Junction distant signal, which was standing at "danger" as they passed it.

Mr. Bruyeres, the Superintendent of the southern section of the London and North-western Railway, took exception to the position of this distant signal, and urged that it should have been carried into the Battersea Park Junction signal box, and so connected by interlocking, that the signalman at Battersea Park Junction should not be enabled to give the signal for a train to proceed to Stewart's Lane until the signalman there had sanctioned it. I agree with Mr. Bruyeres as to the propriety of making this alteration, as it coincides entirely with what I am so continually pointing out, viz., the desirability of not confusing the drivers by showing them contradictory signals placed very near to each other, and because it would virtually amount to working this portion of line on the absolute block system.

Mr. Bruyeres also drew attention to the fact of the Midland goods train having been permitted to leave the Battersea yard when the London and North-western passenger train was due: but the superintendent of the London, Brighton, and South Coast Railway (Mr. Ray) explained that the signalman at Stewart's Lane Junction only carried out the company's regulations in permitting trains to pass the junction in the order in which they approach it, and which regulation is in my opinion the proper one when trains belonging to various companies run over the same line.

The London, Brighton, and South Coast Railway Company no longer work passenger traffic over this line, but the London and North-western and Great Western Railway Companies work passenger traffic, and the Midland and Great Northern work goods or mineral traffic to Battersea goods yard, so that the number of trains and engines running past Stewart's Lane Junction on the London, Brighton, and South Coast and London, Chatham, and Dover lines, amounts to 272 in the course of 24 hours.

Taking into consideration the nature of the lines, I recommend that the absolute block system of working should be adopted, and that there should be three reliefs of signalmen at the Stewart's Lane Junction signal box in the 24 hours, as there used to be.

I have, &c.,

*The Secretary,
Railway Department,
Board of Trade.*

W. YOLLAND,
Col.

A copy of the above report was sent to the London, Brighton, and South Coasts, the London and North-Western, and the Midland Railway Companies, on the 17th December 1869.

MANCHESTER, SHEFFIELD, AND LINCOLNSHIRE RAILWAY.

*Railway Department.
Board of Trade,*

SIR, *Whitehall, 3rd February 1870.*

I HAVE the honour to state, for the information of the Board of Trade, in obedience to your minute of the 28th December, the result of my inquiry into the circumstances which attended the accident that occurred on the 13th December, close to Northorpe station, on the main line of the Manchester, Sheffield, and Lincolnshire Railway, between Sheffield and Great Grimsby.

Northorpe Station is situated about 17½ miles north-

east of Retford, and the line, which is quite straight at this place, commences to rise 1 in 165 at the station, in proceeding to the north-east. There are sidings lying east of the station and north of the up line, and connected with it in two places, the easternmost pair of falling points being situated a few yards south-west of the commencement of a viaduct of four openings, built in brick, over the river Eau. This viaduct is about 53 yards in length, and it is protected at the sides by low parapet walls in brick, with a coping of stone on each side.

On the 13th December, No. 25 goods train, from

Retford to Great Grimsby, and consisting of engine and tender, 24 waggons, and one goods break van, had three passenger carriages attached to it, behind the goods break van, for the convenience of some persons proceeding to a coursing meeting at Elsham, near Brigg, the number of passenger carriages usually attached to this train being only one, for the accommodation of the local passenger traffic of the district. This train left Retford at 1h. 50m. p.m., or 20 minutes late; it stopped at Sturton and Gainsborough stations; and just after it had passed Northorpe station, when travelling at the rate of 23 or 24 miles an hour, the driver felt a jerk, and, on looking round, he saw a number of waggons leave the rails and fall over the low parapet of the viaduct. He stopped his train as quickly as he could, and then went back to the scene of the accident. He found that eight waggons were still attached to the engine and on the rails; the 9th waggon was also attached to the 8th, but the trailing wheels of this waggon were off the rails; the 10th, 11th, and 12th waggons, still coupled together, were all off the rails; and the remaining 12 waggons had all run off the rails, and had fallen over the low parapet wall of the viaduct, carrying the line over the river Eau, on the northern side of the line. The goods break van was off the rails, and hanging over the edge of the viaduct; the three carriages remained coupled together, and to the goods break van; the leading carriage was entirely off the rails; that next to it had a pair of wheels off the rails; and the last carriage remained on the rails.

On examining the permanent way after the accident happened, the eastern end of the second rail east of the easternmost pair of falling points, by which the sidings lying north of the main line were connected with it, was found to have been forced outwards, and the two chairs under this left rail, next to the joint, were broken; the fished joint adjacent was also broken, and the third rail had been forced outwards, and broken into three parts, (the central piece of this rail was not forthcoming,) and from this rail right across the viaduct the left line of rail was broken up, and several rails had been forced over the side of the viaduct; and the left parapet wall of the viaduct was carried away by the waggons as they ran over the top of the viaduct, and fell over its side into the field below, a height of about 14 feet. I am informed that no trace of any wheels being off the rails could be traced further west than the eastern end of the second rail before referred to, and the line is described as being in good order prior to the accident.

According to the evidence of the company's servants, the accident appears to have been caused either

by the ninth or tenth waggon from the tender; both of these waggons belonged to the Kiveton Park Company. An inspector of permanent way, who was riding on the engine, says that, on feeling the jerk, he looked round and saw the ninth waggon off the rails, and that it was the first off the rails. It was an old waggon, and the left leading axle-box was broken, and the outside of the tire of the left leading wheel was marked as if it had been rubbing against the inside of the rail. Another inspector, who saw this waggon some hours after the accident, told me that the fracture of the axle box was partly old, but the carriage inspector who saw it on the following morning said the fracture was a new one. I am unable to state positively which is correct, as no precautions were taken to cover up the fractured parts so as to prevent oxidation from taking place.

The 10th waggon was found to have the three top plates of the left leading spring broken, one of which is said to have been missing by most of the witnesses, while another, the driver, says they were broken, but were all there. I could not see this waggon, as it had been removed by the Kiveton Park Company.

The carriage inspector states that the plates were newly fractured.

I saw some of the sleepers which had been taken out of the line when it was repaired after the accident, but the greater portion of those taken out were burnt in keeping up fires during the night, while the line was being restored. Some of those which I saw were not in good condition, but I think there is little doubt that the accident was caused by the 9th or 10th coal waggon, and not by the condition of the permanent way.

These coal waggons were examined at Retford before the train left, and are said to have been in good order.

Six of the passengers were either cut, bruised, or contused, and five of the waggons that ran over the side of the viaduct were broken up, and three others were damaged.

The passengers were injured in consequence of the railway company having most improperly attached three railway carriages to a heavy coal train, which got off the rails in running, the waggons in such trains belonging mostly to private companies that do not usually take the same care in keeping them in good condition as railway companies do their own rolling stock.

I have, &c.

*The Secretary
(Railway Department),
Board of Trade.*

W. YOLLAND.
Colonel.

A copy of the above report was sent to the company on the 18th February 1870.

MIDLAND RAILWAY.

*Board of Trade
(Railway Department),
18th December 1869.*

SIR,

I AM directed by the Board of Trade to transmit to you, for the careful consideration of the Directors of the Midland Railway Company, the enclosed printed copies (six) of the Report made by Colonel Hutchinson, R.E., the officer appointed by the Board of Trade to inquire into the circumstances connected with the collision which occurred on the Midland Railway, near Long Eaton junction, on the 9th October last.

I am, &c.,
R. G. W. HERBERT.

*The Secretary
of the Midland
Railway Company.*

*Board of Trade
(Railway Department),*

SIR,

1, Whitehall, S.W., 16th Nov. 1869.

IN compliance with the instructions contained in your minute of the 12th ult., I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances attending the collision which occurred on the Midland Railway, near Long Eaton junction, about midnight on the 9th ult., between an excursion train and a mail train. This collision has been unhappily attended by most serious results; seven passengers in the excursion train having been killed on the spot; four having had their legs broken, one her spine injured, and six others having been shaken, bruised, and slightly injured. One of the guards of the excursion train received also a severe blow in the chest. No passengers or

servants of the company in the mail train appear to have been injured.

The collision having (as stated above) occurred late on Saturday night, and the coroner's inquest having been held and the verdict returned on the following Monday, the Board of Trade had no time to send down one of their inspecting officers to be present at the inquest. On Saturday the 16th I held an inquiry which lasted over nine hours; on the following Monday I visited Mansfield junction, Nottingham, and examined the signalman there, and on Wednesday the 3d inst. I took the evidence of the injured guard, and that of some other additional witnesses, having examined in all 21 persons. I have thought it right to state these facts in order to show that the inquiry was not of the brief character that has been represented.

Long Eaton junction is situated between Nottingham and Trent, being $6\frac{1}{2}$ miles from the former and 1 mile from the latter. Between Nottingham passenger platform and it there occur, 1st, Mansfield junction, $\frac{3}{4}$ of a mile from the platform, 2d, Beeston station, $3\frac{1}{4}$ miles from the same point, and 3d, Attenborough station (not used at night) $1\frac{1}{2}$ miles from Beeston; the distance from Beeston to Long Eaton junction being thus $2\frac{1}{4}$ miles.

The gradients are easy; there is a mile of level on the Nottingham side of Beeston, and $1\frac{1}{2}$ miles on the Long Eaton side of it; thence there is nearly a mile of ascending gradients of 1 in 1060 and 1 in 660, and then $\frac{3}{4}$ of a mile of level up to the junction, whence to Trent the line rises at 1 in 386.

Long Eaton junction is the eastern point of a triangle of which Trent north junction and North Erewash junction form the western and northern points. It is provided with locking apparatus and with the usual home and distant signals. The distant signal towards Nottingham is 634 yards off, towards Trent north junction 362 yards, and towards the North Erewash junction 316 yards.

The Trent north junction distant signal towards Long Eaton junction is 270 yards off, and the two distant signals between these two junctions are close together. The North Erewash junction distant signal towards Long Eaton is 288 yards off, and the distant signals between these two junctions are some distance apart. These junctions are all under the charge of the Trent station-master. The signal cabins are provided with telegraphic bells, but not with block or speaking instruments. Thus Long Eaton cabin is in communication with Mansfield junction, Nottingham, Trent north junction, and North Erewash junction, the three cabins adjacent to it, and similarly with the others. The bells are used only for the purpose of signalling forward to the cabin in advance the approach of all trains and engines running between the cabins.

In the event of fog coming on the practice has been for certain appointed platelayers to repair to the several signal cabins, and put themselves under the orders of the signalmen. Thus to Long Eaton junction cabin, two were in the habit of proceeding, and to North Erewash junction, three. The duty of these men is for each to provide himself with fog signals and lamp or flag, and to station himself near the distant signal, placing two fog signals on the rails about a yard apart at double the distance beyond the distant signal at which the fog permits it to be seen, and himself remaining half-way between the distant signal and the fog signals; if, then, the distant signal is taken off in answer to the whistle of an approaching train, the platelayer removes, if possible, the fog signal, or at any rate shows the driver a green lamp signal or green flag; if the signal remains at danger, he shows him a red lamp signal or red flag; the theory being that the driver may receive two cautions of the road not being clear in addition to the distant signal. As soon as the train has passed the distant signal, fog signals are again to be placed on the rail, remaining there as long as necessary. As stated above, the Long Eaton junction signalman was usually

attended by only two platelayers (it was so on the night of the accident), one being stationed at the distant signal towards Trent, and the other, for the most part, at that towards Nottingham, the latter being recalled by the signalman (by means of moving up and down the distant signal), when wanted by him in the North Erewash junction direction, this man in fact having double duty as long as any trains were coming from the Erewash Valley line.

Saturday the 9th October having been Nottingham goose fair, a great festival for the Midland Counties, a number of special excursion trains had been put on for the occasion, viz., five from the Erewash Valley (returning as two trains), three to and from Leicester, one to and from Lincoln, and two to and from Burton and Derby. Seven of these trains were timed to start from Nottingham on their return journeys at 9, 9.40, 9.50, 10, 10.10, 10.20, and 10.45; the eighth, which was an additional train to and from Leicester, had no time affixed to it. Omitting, therefore, the Lincoln special train, due to leave Nottingham at 10 p.m., there were six special trains timed to leave it, running through Long Eaton junction to Trent, &c., between 9 and 10.45 p.m. In addition to these there were the regular passenger trains due to leave Nottingham for Trent, Derby, &c. at 9.50, 10.20, and 11.30, the additional special train to Leicester, and goods trains at 9.45, 9.55, and 10. These trains after leaving the station were all liable to be detained at Mansfield junction ($\frac{3}{4}$ of a mile from the platform), if the signalman there found it necessary.

Joseph Barker, pointsman and signalman for about 14 years, 7 years at Long Eaton junction, took up the duty there at 5 p.m. on the 9th inst. A fog was then coming on, and between 6 and 7 o'clock became so thick that a lamp could not be seen (according to Barker) more than 20 or 30 yards off; and with regard to this I may at once say that the evidence all goes to show that the fog remained dense the whole evening, commencing between Mansfield junction and Beeston, and continuing up to and beyond Trent, though at Nottingham and Mansfield junction the weather was comparatively clear. Soon after 6 o'clock, two platelayers (Horobin and Marshall) arrived at the cabin to act as fog signalmen. Both having been provided with lamps and fog signals, Marshall was despatched to the distant signal towards Trent, but in consequence of there being only one platelayer left for the remaining two distant signals towards Nottingham and North Erewash junction, Barker stated that he detained Horobin till near 9 to assist him with the passage of trains in both directions, when, there being only one more train due from the North Erewash junction, he despatched him to the Nottingham distant signal with his lamp and about 18 fog signals, to remain there till he was called back, and that after this he saw him no more until about $\frac{1}{4}$ to 12, when he returned for a further supply of fog signals. As the two distant signals are 950 yards apart, and trains passed the junction (by Barker's register) from North Erewash at 6.54, 7.10, and 7.22, and from Nottingham at 6.56 and 7.29, it is impossible that Horobin can have been at the proper distant signal as each of these trains passed it; nor, if Barker's statement is correct, can he have been at the North Erewash distant signal on the passing of a passenger train, which arrived at the junction at 10.20, crossed there, and backed into Trent. Horobin's own statement about what he did up to this time (10.20), is very confused, and he contradicted himself so much that I can place but little dependence on his evidence.

The first return special train reached Long Eaton junction for the Erewash Valley at 9.23, the next for Leicester at 10.1, then followed another for Leicester at 10.17, a passenger train for Leicester at 10.23, next a goods train for Trent at 10.37; following this was a special train for Burton at 10.50, a regular passenger train for Trent at 11.6, then an Erewash Valley special train at 11.35, and next a goods train for Derby at 11.50. These are the times entered in the signalman's book, but the time the goods train

reached Long Eaton junction is made 11.40 by the guard of the goods train and driver of the following train which ran into it. Up to this point all had gone smoothly, and though the appointed times of departure from Nottingham were gradually getting less and less observed, a fair margin of time had hitherto been preserved between the starting of the trains.

The goods train, which reached Long Eaton junction at 11.40 or 11.50, consisted of engine and tender, 42 loaded and empty waggons, and a break van; it had started from Lincoln at 7 p.m., and had reached Nottingham goods yard at its appointed time. Its proper time for leaving Nottingham was 9.45 p.m., but in consequence of the number of passenger trains leaving about this time the Mansfield junction signalman stated that he would not give it its signal till 11.17, and that it passed his cabin at 11.20. As this signalman keeps no register of passing trains, there is not much dependence to be placed upon the times he quotes, and from the evidence of the guard of the goods train (as well as other incidental evidence), I think the time of this train passing Mansfield junction must have been nearer 11.25 than 11.20. The distance from one junction to the other being $5\frac{1}{2}$ miles, and the time occupied in running it, according to the guard, being 17 minutes, the speed must have been on an average 19 miles an hour. On approaching Long Eaton junction, the distant signal was found to be at all right, and the train had got about three parts through the junction, when the van was bumped by the engine of a following train, which the goods guard had heard whistle for the junction signal, and caught sight of just in time to enable him to jump from his van. The effect of the bump was to uncouple the waggons in three places, viz., the eighth waggon from the van, and two others nearer to it. The engine of the passenger train came to a stand in about 30 yards. The driver of the goods train felt that something had gone wrong, and pulled up at Trent station.

The passenger train which overtook the goods train consisted of engine, tender, and 25 coaches, including three break vans. Its proper time out of Nottingham was 10.20, but it actually started, according to the station-master, at 11.20, or, according to the driver and head guard, at 11.25. It passed Mansfield junction, where it received a green hand lamp signal (implying train ahead between 5 and 10 minutes), at 11.30, according to the signalman there, who stated that the goods train had been gone about 7 or 8 minutes. At Beeston the semaphore signal was found at danger, but the driver got a green hand lamp signal, the porter here stating that the goods train had passed about 7 minutes. The driver stated that he proceeded cautiously, and approached Long Eaton junction distant signal at a speed of 12 to 15 miles an hour, that he found it off (the signalman explains this by stating that he had taken the signal off for the goods train, and had not put it again to danger, not being sure whether the engine of the goods train had passed it), and concluding all was right went on and caught sight of the tail lights of the goods train when close to the junction, the fog being so thick that it was impossible to see more than 10 to 12 yards ahead; that he then immediately reversed his engine and got his breaks applied, and had a slight collision which merely broke a piece off one of his buffers, his engine coming to a stand about two carriage lengths over the junction. After remaining there three or four minutes he went on to Trent, pushing before him the detached portion of the goods train. This driver makes the time of his collision at 11.40, and supposing this to be correct, his average speed must have been about 30 miles an hour, certainly too high a speed for so foggy a night, with a heavy train a short distance in front of him. The rear guard of this train states that immediately upon his train stopping suddenly near Long Eaton junction, he got out of his van and went back with fog signals and hand lamp to protect it; that he put down one fog signal at about 400 yards, another at 600 yards, and two others about 1,200 yards from the van, then coming back and placing himself 20 yards

from the last two; (Rule 21 of the company's regulations states that one fog signal is to be put down at 400 yards, and two others at 800 yards from the tail of the train; the guard therefore went 400 yards beyond the prescribed distance); that while standing here the fog signalman Horobin came up to him and told him he was to go back to his train; that he asked him if the road was clear, to which Horobin replied that it was; that he then asked him a second time, upon which he replied he was not sure, but would go and see if the distant signal was off; that he then remained where he was until the next special train (one for Leicester) came up, giving its driver a red lamp signal; that the driver pulled up so sharp on passing over the fog signals that he was able to get on the step of the tender, and said to the driver, "There is something in front, go up cautiously;" that the latter replied, "Go back as quick as you can, and give four more fog signals, as the mail is behind us;" that he then went back as fast as he could, and had reached the tail of the Leicester train when he heard the mail-engine whistle; that he had but time to put down one fog signal and show his red light, when the engine passed him and ran into the van. He estimates the speed of the special train at 6 to 7, and that of the mail train at 17 to 18 miles an hour; and also states that the density of the fog was such that the lights of the mail engine could be seen only 10 or 12 yards off. After the collision he went further back to protect the mail train.

The Leicester special train which was run into by the mail train consisted of a 6-wheeled coupled engine and tender, and 35 vehicles, including 4 breaks with a guard in each (that at the rear of the train being a composite carriage with break compartment); it left Nottingham station for Loughborough and Leicester at 11.35 p.m. by all accounts. It ran at a steady pace up to and through Mansfield junction, where the signals were right for it. There was no fog until near Beeston, where the station signal was at danger, visible about 50 yards off. This signal, upon the driver whistling, was lowered to caution, but about a minute's detention was caused by the driver having shut off steam and reduced his speed. The time of this train passing Beeston was, according to the Beeston station-master, 11.57; making, if the times stated are correct, 22 minutes for running $3\frac{1}{4}$ miles, or an average speed of only 9 miles an hour. Attenborough signal (lighted but not used at night) was then seen showing a white light, and shortly afterwards, about half a mile from Long Eaton junction distant signal, a fog signal was passed over, and 20 yards further on another. Speed having been immediately reduced from what was stated to have been 15 to 5 or 6 miles an hour, a man, showing a red lamp (the guard of the previous train), jumped on the step of the tender, and told the driver there was a stoppage in front. The driver told the man to go back, or the mail would be into them, and he did so. The driver then went cautiously on towards the junction distant signal, where he saw a man with a white light beckoning him on (this was Horobin, the fog signalman). He at once put on more steam, and had got up a slightly increased speed when the collision occurred. It broke the draw-bar hook of the van next the engine, and the driver let his engine run on till he thought the carriages had stopped, when he pulled up. On the engine the collision had been felt like nothing more than a push; in the rear of the train the consequences had, however, been most disastrous; the rear composite break carriage having been completely smashed by the mail engine, and the hind compartment of the composite next it by (probably) the body of the van having been forced into it. It was in these two coaches that the sad loss of life and injury occurred, the rest of the train having escaped with very trifling damage. The couplings between the rear break carriage and the composite next it gave way, and the train, minus the rear carriage, finally stopped some distance from the engine of the mail train. The rear guard of the train hearing the whistle of the mail

engine, and seeing its light close at hand, jumped on to the bank and escaped with a fall. The head guard, who was riding in a van five carriages from the end of the train, was in the act of dropping off when the collision occurred; he was knocked up against the door frame and severely injured in the chest.

The mail train was due to leave Nottingham for Trent at 11.30, having to stop at Beeston. A consultation took place between the Nottingham station-master and one of the inspectors on special duty there, about the propriety of despatching the Leicester special train or mail train the first, and it was decided that as the special train had to stop neither at Beeston nor Trent, and the mail train at both, the former should be started first, the platform being now crowded with Leicester passengers. Accordingly the mail train, consisting of engine and tender and eleven vehicles, including two break vans (with guards), one in front and the other about three from the end, left Nottingham station at 11.50, 15 minutes after the Leicester train. The driver was an experienced man of 21 years' service with the Midland Company, and in the rear break van there were four inspectors returning from special duty at Nottingham. The driver had seen the special train start, as he thought, about 20 minutes before he did; there was a slight detention at Mansfield junction, where the signalman gave him a green lamp signal, and the train reached Beeston at 12.1, 4 minutes after the Leicester train had passed. The mail train had thus performed this part of its journey in 11 minutes (or just in half the time the special train had taken to perform it), its average speed having been thus about 18 miles an hour. A number of passengers alighted at Beeston, and the train was detained there four minutes, leaving at 12.5, or eight minutes after the Leicester train, the driver being informed by the station-master and porter that it was only five minutes ahead, to induce extra caution on account of the foggy state of the night, and also being cautioned by one of the inspectors. After leaving Beeston the highest speed attained is estimated by one of the inspectors at 25 miles an hour; by the driver and others at 16 to 18 miles an hour. It is also stated that steam had been shut off, and the junction signals whistled for just before the van lights of the train in front were caught sight of. After this the driver had time only to reverse, and his fireman to get three turns on his break, when the engine pitched into the van of the Leicester train; it ran over its framing, knocking its body into the composite carriage in front, and finally stopped (after running about 70 yards from the point at which it first struck), with its leading wheels just dropped off the rails, with the leading axle and wheels of the van between its driving and trailing wheels, the trailing axle and wheels of the van between the leading and centre wheels of the tender and the trailing wheels of the tender, and all the rest of the train on the rails. No passenger or servant of the company in this train is stated to have received any serious injury.

The point of collision was about 480 yards on the Nottingham side of the Long Eaton junction distant signal, and consequently as nearly as possible $2\frac{1}{4}$ miles from Beeston station; the position of the extreme fog signals put down by the guard of the Burton special train was probably $\frac{1}{4}$ of a mile further on, or 2 miles from Beeston; supposing, then, the Leicester train to have travelled this last $\frac{1}{4}$ of a mile, plus its own length (about 300 yards), at the rate of 5 miles an hour, it would have taken about 5 minutes to perform it, and giving it a rate of 12 miles an hour for the previous 2 miles, would make another 10 minutes or 15 minutes after passing Beeston to the time of collision, bringing it to 12.12, nearly agreeing with the time (12.10) at which the Long Eaton junction signalman states that he heard some fog signals exploded, this being the only evidence I could get as to the time of the collision. Assuming, then, 12.12 to have been the time, the average speed of the mail from Beeston would have been about 20 miles an hour, agreeing fairly with the evidence upon that point, though there

is no doubt that the speed at collision must have been considerably more than this average rate, judging from the results. Supposing that the Leicester train had not been checked by fog signals, but had proceeded onwards at its supposed previous rate of 12 miles an hour, followed by the mail train at (say) 30 miles an hour, the latter would not have overtaken the former until long inside the distant signal; and supposing again that a fog signalman had been on duty here, the collision would have been prevented. On any other reasonable suppositions as regards relative speed of the two trains (even a very high one for the mail train), the first would have got well inside the distant signal, *had it not been checked*, before it could have been overtaken by the second.

I have merely made these suppositions to arrive, if possible, at the *immediate* cause of this accident; and this must, I think, be assigned to the absence of the fog signalman from his post when the goods train passed the Long Eaton junction distant signal. Had he been there and protected the goods train with fog signals, the first collision would have been averted; no going back with fog signals would have been necessitated, and consequently no checking of the speed of the Leicester train with its fatal consequences. The fog signalman, Horobin, excuses his absence from his post on the ground that he had just exhausted his supply of fog signals, had gone to the signal box for a fresh supply, and was in the act of returning to his distant signal when the first collision occurred. As I before remarked, I can place but little confidence in the statement of this man, and I think it probable, that owing to the bad practice that prevailed at Long Eaton junction of employing only one fog signalman for two important distant signals, to both of which it was physically impossible he could at certain times attend, the lax habit had been induced of leaving these at other times (the present instance being one) unattended to, and that it was only the occurrence of the first collision which made Horobin hurry, when too late, to his post. Supposing, however, that his statement is correct, and that he had really left his post only for the purpose of obtaining a fresh supply of fog signals, the arrangements of the company are again at fault, for not making provision, especially upon such a night of traffic as the 9th October, for a fog signalman being furnished with a fresh supply without the necessity of his leaving his post for a period of at least 10 minutes, which it would take him to go from his distant signal to the cabin and back. Fog signalmen are entrusted with most important duties, and are as a rule taken from the lowest grade of the company's servants. It seems to me consequently most essential that they should be regularly visited by some superior officer, both to see that they are at their posts and are properly supplied with signals, &c. I can therefore but regard the absence of such a system of supervision as immediately connected with the occurrence of the present accident.

Another cause of the accident was want of due caution on the part of the driver of the mail train. Even assuming his average speed to have been no more than 20 miles an hour, though, as before stated, the actual speed on collision must have been considerably greater, the fact of his having nearly overtaken the Leicester train at Beeston (of which he was duly warned) should have taught him that even this speed was dangerous on such a night, and with so heavily loaded a train in front of him.

As a third cause, may well be reckoned the often reprehended practice of running such large trains as that which was despatched to Leicester in front of the mail, more especially when provided with so small a proportion of break power as 4 break carriages to 35 vehicles. The driver, if cautious (as he seems to have been in the present instance), will hesitate to run at any but a most moderate speed for fear of losing control of his train, and will thus subject himself to the danger of being overtaken and run into. I cannot either think that the despatching of so heavy

a train (though not having to stop) in front of a comparatively light one, was, under existing circumstances, a wise measure.

It was a grave mistake also, on a night when the line was crowded with passenger traffic, to have allowed any goods train to be upon the road between Nottingham and Trent, until such traffic was at an end.

Had some alacrity been shown by the rear guard of the Leicester train in jumping out and running back with fog signals when the speed of his train was first checked, it is very possible that the worst consequences of this collision would have been avoided; that the speed was not too great to have prevented his doing so is shown by the fact of the guard of the Burton train having been able to jump on and off the tender step.

The special time tables appear to have been drawn up in a careless manner, one special train for Leicester having against it the same time of departure from Nottingham as a regular passenger train for the same place, and both only 10 minutes after the previous (9.40) train; and another special train for Derby and Burton the same time (10.20) as a regular train for Derby, and both again only 10 minutes after the previous train; to say nothing of the interpolation of goods trains 5 minutes before and after the 9.40 and 9.50 trains.

Though experience may have shown the impossibility of keeping time in the departure of return excursion trains, there can be no excuse for such mistakes as the above, which can only lead to confusion and irregularity.

While detailing the above as the more or less *immediate* causes of this collision, the *prime* cause is, without doubt, to be attributed to the absence of the means of insuring a proper *space-interval* between following trains. Nothing can more clearly show than the present collision what a completely illusory protection a mere *time-interval* affords. This *space-interval* can be effectually obtained only by means of the electric telegraph; and I am informed that in June last the Directors of the Midland Railway gave orders for the completion of the block telegraph system of working on their main lines from Bradford to London, and from Chesterfield to Bristol, including Nottingham and Trent. It is only to be regretted that this decision had not been come to at an earlier period; the occurrence of the present and of many other serious accidents would then, in all human probability, have been prevented.

I am, &c.,

The Secretary
(Railway Department),
Board of Trade.

C. S. HUTCHINSON,
Lieut.-Col. R.E.

Midland Railway,
General Manager's Office,
Derby, January 5th, 1870.

SIR,

YOUR letter of the 18th ultimo, enclosing six copies of Colonel Hutchinson's report upon the collision which occurred at Long Eaton junction on the 9th of October last, has been laid before the directors; and I am instructed to submit the following observations, in reply to Colonel Hutchinson's remarks, upon the case:—

Colonel Hutchinson is under a misapprehension when he says that the "practice prevailed at Long Eaton junction of employing only one fog signalman for two important distant signals," the fact being that the only distant signal the man Horrobin had to attend to was the distant signal working from the Long Eaton junction towards Nottingham; and when he was employed upon any other duty than attending to this signal by the Long Eaton junction signalman it was in the immediate neighbourhood of the junction, to assist in passing trains, or to go and tell drivers of trains that had stopped at the junction, in obedience to the signals, when to come forward; and he was only employed in this way at times when the junction signalman did not consider it necessary to have him

at the distant signal. It never has been the practice to employ a fog signalman at the distant signal worked from Long Eaton junction towards Mansfield (which is the other signal referred to by Colonel Hutchinson), as that signal is so short a distance from the North Erewash junction signal box that it is a rare occurrence for the fog to be so dense as to prevent the pointsman on duty there from seeing it, and, if at any time he were unable to see it, he would pull up and caution the driver of any train running through his junction in the direction of Long Eaton junction. The Long Eaton junction signalman said that he never sent Horrobin to this signal, and there is no doubt that Horrobin's statement as to his having been there is incorrect. He was not seen by the North Erewash junction signalman, which must have been the case if he had gone there, and it certainly had never been his practice to go to that signal on previous occasions.

This is fully proved by signalman J. Day, who has been at the North Erewash junction 14 years, and says that it has never been customary for the Long Eaton junction fog signalmen to signal for the distant signal working from Long Eaton junction towards his junction. There is no doubt that the man Horrobin, when giving his evidence, was very much confused by the position in which he was placed, and, indeed, it will be in the recollection of Colonel Hutchinson that, upon the discrepancies in his statements being pointed out to him, he said he had never previously given evidence before his superiors, and that he had been confused and fluttered by his unwonted position.

With respect to Colonel Hutchinson's remarks as to the class of servants from whom the fog signalmen are drawn, and his suggestion that they should be regularly visited by some superior officer to see that they are at their posts and properly supplied with signals, it is necessary to have experienced men for the duty of fog signalling; and it is the practice of this and of many other companies to employ the most trustworthy of the platelayers for the purpose. These men are continually at work on the line, are well acquainted with the company's regulations, are easily available in case of emergency, are in the habit of seeing the traffic work under all circumstances, and appear to be in every way eligible for the duties. The signalmen under whose direction they act are fully conversant with all matters connected with the working of their respective posts, and it is much safer to leave these men to act under the instructions of the signalmen than to introduce other authority, which might, by clashing with the understanding the men had with each other, lead to increased danger rather than to safety; besides, fog signalmen are, as a rule, employed at such a distance from each other that an inspection of the kind suggested by Colonel Hutchinson to be effective must practically resolve itself into an inspector for every one or two fog signalmen. It is of course the duty of the station masters having the supervision of posts where fog signalmen are employed to satisfy themselves that the men are on duty when necessity arises for their being so. Fog signalmen know the precise nature of their duties, and the number of signals they are likely to require; and these signals are so light and easy of carriage that no difficulty can be experienced by the men taking with them a sufficient quantity for any length of time they are likely to remain on duty. Horrobin left Long Eaton junction for the distant signal towards Nottingham at about nine o'clock, taking with him 18 fog signals. The mode of using these signals is as described by Colonel Hutchinson. Two of them are kept on the rails outside the distant signal, and when a train whistles for the junction, if the junction is clear, the distant signal is turned off for the train to pass, and the fog signals are taken up, and replaced after the train has gone by; the only deviation from this arrangement being in cases where the distant signal is not turned off when the train whistles, the fog signal being then left on the line for the train to explode. The trains running through the Long Eaton junction, from Nottingham towards Trent, do not, in

passing the junction, foul any other line except the one on which they are running; occasions for slackening them would consequently be of rare occurrence, and, in the majority of cases, there is no doubt that both the fog signals would be recovered. Eighteen fog signals would thus suffice for signalling a great many trains.

The system of fog signalling in operation at the Long Eaton junction has sufficed for the safe working of that junction for the last ten years, the man Horrobin having been employed on fog signal duty for five years; and during the whole of the ten years no occurrence has taken place to show that the arrangements are in any way faulty, or that they are not perfectly efficient for the safe working of the junction.

Colonel Hutchinson says "another cause of the accident was want of due caution on the part of the driver of the mail train." Upon this point it must be remarked that the driver of this train knew when at Beeston that the special train had passed that station without stopping at least five minutes before he left it, and the special had only $2\frac{1}{2}$ miles to run before reaching the Long Eaton junction signals; and it does not appear that a speed of 20 miles an hour was, under these circumstances, a rash one.

There is nothing to show that the speed of the mail must have been more than 20 miles an hour when it struck the excursion train, and considering the slow rate at which the excursion train would be moving, a speed of 20 miles an hour with the mail train would be quite sufficient to account for all that occurred. With respect to the opinions expressed by Colonel Hutchinson as to the impropriety of starting the Leicester excursion train in front of the mail, and as to the break power of the excursion train being insufficient, I may remark that the excursion train, which had not to stop at either Beeston or Trent, or indeed before arriving at Loughboro', and was drawn by one of our most powerful six-wheel coupled goods engines, which was fully master of the load, was started from Nottingham 15 minutes before the mail, which had to stop at Beeston to set down a large number of passengers returning from the fair, and had only to run to the Trent station, where its passengers and mails would be transferred to the down mail train from London; under these circumstances the servants of the company exercised a wise discretion, and the course they adopted was calculated to conduce to the safe working of the trains.

With respect to the break power of the excursion train, this train was supplied with four breaks, each of which was manned, thus giving one break for every eight vehicles, and this is certainly above rather than below the break power it is customary to supply.

Colonel Hutchinson says: "It was a grave mistake also, on a night when the line was crowded with passenger traffic, to have allowed any goods train to be on the road between Nottingham and Trent, until such traffic was at an end." It is exceedingly objectionable to detain goods trains in the way suggested by Colonel Hutchinson on one portion of the line, so as to throw them very much out of course on other portions of the line, where such irregularity might, to say the least of it, be very inconvenient; and looking at all the circumstances of the case, and bearing in mind the very important fact, which should not for a moment be lost sight of, that the weather at Nottingham was clear, and the people there did not know of the existence of a dense fog in the neighbourhood of Long Eaton Junction, there was nothing in the despatch of the goods trains which was, so far as the parties concerned in their despatch knew, calculated to interfere in any way with the safe working of the line.

Colonel Hutchinson says: "Had some alacrity been shown by the rear guard of the Leicester train in jumping out and running back with fog signals when the speed of his train was first checked, it is very possible that the worst consequences of the collision would have been prevented." If the guard in the last van had known what was

about to happen he would no doubt have acted as Colonel Hutchinson suggests, but, without such knowledge, the fact of his driver reducing the speed of his train when approaching the junction signals on a foggy night would appear to him so ordinary and natural an occurrence as not to require any special action on his part. If his train had come to a stand and he had failed to go back, the case would have been very different, but if he had left his van, and the line had been clear, the train would have run away without him, for it must not be forgotten that at the moment of collision the excursion train was running at a speed of about six miles an hour. The rear van would thus have been without a guard until the train stopped at Loughboro', and it is very possible that his absence from the train might have been the cause of mishap somewhere else.

As regards the drawing up of the special time tables, it is impossible to estimate beforehand the number of people who will avail themselves of special facilities on occasions like Nottingham goose fair, so much depending on the state of the weather, &c. Two special trains were announced to leave Leicester and two to return, one of these and one of the Burton trains being set down in the table at the same time as ordinary trains; and by detaining the first train and running it in the time of the second, if the passengers had not been numerous, would have enabled us to have conveyed them by one train from Leicester and Burton respectively to Nottingham and back, any few stragglers who might have depended upon the later train being conveyed by the ordinary train, instead of its being necessary to run specials uselessly; but in case of the additional specials being required the proper interval of time between them would of course be secured. And upon this subject, I would call attention to the following announcement which appears in the weekly programme for the working of the special and excursion trains run by the company: "The necessary trains to be signalled, and if the passengers are numerous, it may be necessary to divide the trains. A good look out must therefore be kept for the red board or extra tail lamp, which will be attached behind the last vehicle of the first train should there be another train following. Station masters at terminal stations, are requested to provide a sufficient supply of roof lamps, to ensure all the trains (whether ordinary or special) being properly lighted."

In Colonel Hutchinson's concluding remarks, my directors are glad to be able to say they entirely concur; in fact, after a very careful consideration of all the surroundings of the occurrence, they cannot regard the matter in any other light than as a most deplorable accident, arising from a combination of circumstances which it was impossible to foresee, and for which, as stated by Colonel Hutchinson, the block telegraph system of working, which ensures an actual space-interval between the trains, is the only effectual remedy.

My directors have, as remarked by Colonel Hutchinson, given instructions for the establishment of the block system over the whole of their main lines, and are proceeding with its construction as rapidly as possible. It must not, however, be forgotten that the "block," like every other system must be worked by human agency, and as all men, however carefully they may be selected for the duties they have to perform, are liable to mistakes and errors, it is by no means impossible for collisions to occur where it is in full operation; and in the event of any such mistake or error leading to an accident the consequences will be in all probability far more serious than they would be without the "block." The reasons for this opinion will be obvious to all persons practically engaged in the working of railways.

I have, &c.,

JAMES ALLPORT.

To the Secretary,
Railway Department
of the Board of Trade,
Whitehall, London.

*Board of Trade
(Railway Department),
2nd February, 1870.*

SIR,

I AM directed by the Board of Trade to transmit to you the enclosed copy of a memorandum by Colonel Hutchinson, R.E., upon your communication of the 5th ultimo with respect to the collision which occurred at Long Eaton junction on the Midland Railway on the 9th October last.

I am, &c.

W. R. MALCOLM.

*The General Manager,
Midland Railway Company.*

MEMO.—I have read over the remarks of the General Manager of the Midland Railway Company on my report of the accident at Long Eaton junction on the 9th October last, and see no reason to depart from the conclusions as to its causes I therein arrived at after mature consideration.

The distant signal worked from Long Eaton junction towards Mansfield alluded to by the general manager as being at "so short a distance from the "North Erewash junction signal box that it is a rare "occurrence for the fog to be so dense as to prevent "the pointsman on duty there from seeing it," is, I find, 188 yards from that box; and though the fog

signalman Horrobin was not specially told off to attend to it as well as to the one towards Nottingham, yet practically he was, when called up to the Long Eaton box to assist in crossing trains, doing duty which should have devolved upon a fog signalman at the former post, and was for the time being leaving his own signal unattended to.

As to fog signalmen being visited on their posts by some superior officer, the practice exists on certain lines of railway, and the wisdom of the practice is in my opinion signally exemplified by the occurrence of this accident.

The fact of the existence of the dense fog in the neighbourhood of Trent being unknown at Nottingham appears to me simply to indicate on the part of the Trent station master a want of judgment in not informing the Nottingham station master, by telegraph or otherwise, of a state of things which would be almost certain to retard the trains on their journey from Nottingham to Trent, and possibly influence the Nottingham station master in regulating the despatch of these trains. But whether or no, I still repeat that the despatch of any goods trains in the midst of the dense passenger traffic was in my opinion a grave mistake.

C. S. HUTCHINSON, Lieut.-Col., R.E.

31/1/70.

MIDLAND RAILWAY.

SIR,

Derby, 30th Nov. 1869.

IN compliance with the instructions contained in your minute of the 25th instant, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 17th instant, near the Sawley junction on the Midland Railway.

At the Sawley junction, which is a mile and a quarter to the east of the Sawley station, and eight miles from Derby, the Midland Railway diverges to Trent and Nottingham on the east, and Leicester and London on the south. On the south of the junction, and adjacent to the up line towards Leicester and London, there are several sidings in connexion with extensive buildings which are used for the manufacture of tarpaulin sheets, as covers to waggons for the Midland system generally; and these sidings join the main line by means of leading points only, about 500 yards south of the junction. The Sawley junction has not yet been fitted up with locking apparatus, but is supplied with the usual home and distant signals in each direction, the distant signal towards Derby being about 520 yards from the junction cabin. There are telegraph bells communicating with Spondon junction, which is about six and a half miles towards Derby on the west, and with Sheetstores junction, which is upwards of half a mile distant on the south, but there is no telegraph communication in the direction of Trent on the east. There are a block instrument and a speaking instrument in the cabin, which are not at present in use.

The 5.15 p.m. express passenger train from Derby to London left Derby punctually on the day in question, consisting of an engine and tender, four composite carriages, one third-class carriage, and two break-vans, one behind the tender, and the other at the tail of the train. This train ran towards the Sawley station, seven miles from Derby, at its usual speed, but the engine-driver shut off his steam in approaching the distant signal from that station, because it was very foggy, and with the intention of running cautiously forward towards the Sawley junction. He saw a fogman with a hand-lamp, showing a red light, about 20 yards, as he believes, west of the Sawley station distant signal. He also ran over a detonating

signal before he reached that distant signal, and a second detonating signal, which appeared to him to be very near the distant signal. He reversed his engine, turned on his steam, and whistled for the breaks, while the fireman applied the tender break; and he then sanded the rails. About 75 yards inside the distant signal, as nearly as he could judge, he met a second man with a hand lamp, showing red, but he did not pass over any more detonating signals. The guard in the leading van heard two fog-signals explode, one indistinctly, and the other unmistakably, but it was only on hearing the second that he came to the conclusion that the first had been a detonating signal. He does not remember having heard any break-whistle from the engine, but he applied his break immediately after the explosion of the second detonating signal. The head guard, who rode in the hind van, heard neither the break whistle from the engine nor any detonating signal; but on observing that the train was slackening speed he applied his break some time after passing, though he cannot say exactly how far from, the Sawley station.

This train appears to have approached the distant signal from Sawley station at a speed of 30 to 35 miles an hour, and it came into collision with the van of a ballast train, according to measurements taken by Inspector Goodman on the same night, 146 yards inside the Sawley junction distant signal, and 380 yards from the Sawley junction cabin, at a speed which is variously stated by the engine-driver and guards at from 20 to 25 miles an hour.

Neither the engine nor any of the carriages of the passenger train left the rails. There was one buffer broken on the engine, but no damage was done to any of the carriages, and the whole train went forward, after a delay of 56 minutes, to London. Three passengers have, up to the present time, complained of injury, out of about 20 who were riding in the train.

The ballast train which was thus in the way of the passenger train on the main line, left Peterborough in the morning, and started from Derby on its return journey at 4.50 p.m. It came to a stand at Sawley station at 5.14, in obedience to the signals. After a delay of two minutes, in proceeding forward towards the Sawley junction, it was checked by a fog signalman near the Sawley junction distant signal. The

engine-driver then drew forward cautiously, and brought his train to a stand behind the van of an empty waggon train from Birmingham, which he found in front of him, and between him and the Sawley junction. The ballast train stood for about eight minutes in this position, and only began to move forward just before the collision occurred. It had then travelled about 20 yards when the van was struck, as above described, by the engine of the passenger train.

This ballast train consisted of an engine and tender, 18 waggons, and a break-van. The ballast foreman was riding with the engine-driver and fireman on the engine. The engine was not damaged, and the shock of the collision was but slightly felt on it. The van behind the ballast waggons and one waggon were broken up, and the end of a second waggon was stove in.

When the ballast train was coming to a stand, inside the Sawley junction distant signal, the ballast guard went back, as he states, 500 yards, for its protection; and he then placed two fog signals on the rails, and stood near them with his hand-lamp. He put down the fog-signals as soon as he heard the express train coming, and as far from his own train as the time would permit. He heard them both explode well, but he could not see any one on the train, and could hardly see the train as it passed him, in consequence of the fog, though he stood on the other main line a few feet from it. This guard had, while travelling slowly in his van, passed a fogman about 50 yards outside of the Sawley junction distant signal, and had said to him in passing, "Run back and put down more fog-signals, there's a fast train coming;" and he believes the fogman did his duty in that respect, because he heard two fog-signals explode before the train reached him, and before it exploded the fog-signals which he had placed himself upon the rails. He does not believe, as far as his ear could tell him, that any breaks had been applied in the express train when it passed him, and he could not see whether the steam was on; but he did not hear the *beats* of the engine, nor any whistle for the breaks, though he heard two distinct whistles, as if for the junction, before the first two fog signals exploded. In going back, after the collision, to protect the passenger train, he found the fogman between the Sawley station and the distant signal east of the station, but he cannot say how far he was from either the one or the other.

In front of the ballast train above referred to, there was the 2 p.m. empty waggon train from Birmingham, which consisted of an engine and tender, 50 waggons, and a break-van. This train reached Sawley junction at 5.18, and was due at Toton, on the Erewash Valley line, at 5.33. It was checked at Draycott, $1\frac{1}{2}$ miles west of Sawley, and the driver was informed by the station-master that there were two other trains, a pick-up train for Lincoln, and a coal train for Leicester (from Staveley), in front, and that he was to proceed cautiously. The driver of the empty waggon train drew forward slowly, therefore, to the Sawley junction, where he was brought to a stand, with the coal train standing before him, south of the Sawley junction, while the pick-up train was doing its necessary shunting at the Sheetstores sidings.

The coal train from Staveley left Derby at 4.35, with an engine and tender, 35 waggons, and a break van; and was stopped at Draycott, in consequence of a goods train being at that station. It followed the goods train to Sawley station, and was there checked by the semaphore signal. It followed the goods train again to Sawley junction, and was brought to a stand behind it whilst it was shunting at the Sheetstores sidings. It was protected when it came to a stand by the distant signal of the Sawley junction.

The pick-up goods train in front of the coal train left Derby at 2.35 p.m. punctually, and Chaddesden at 4.15 p.m., 53 minutes late, for Lincoln. It was detained at Chaddesden by extra work, and by other trains. After stopping at intermediate stations, it

reached Sawley junction at 5.10, and it was occupied 18 minutes at the Sheetstores sidings, in leaving two waggons, and taking forward four others. And it was the detention thus caused to the other trains which led to the collision.

The line between Sawley junction and Sheetstores junction is only used to a limited extent for passenger traffic, the greater part of that traffic being carried round by Trent station; and it appears that two trains in each direction usually shunt at the Sheetstores sidings during the twenty-four hours. The more busy and important line from Derby to Trent was obstructed on this occasion, not directly by the shunting of the pack-up train at Sheetstores, but because two of the three trains which happened to be behind it were detained on the north of the Sawley junction, and, being prevented from passing that junction, were thus in the way of what may be called the main line traffic between Derby and Trent.

The fogman on duty from the Sawley junction had been sent out as early as 7 a.m. on the day in question; and he went towards Sawley station, about 5 p.m. after the pick-up goods train had passed Sawley junction, to warn following trains. He met the coal train about 50 yards from the junction, and warned the engine-driver with a red light. He met the Birmingham empty waggon train 10 or 12 yards behind the coal train, and warned the engine-driver of that train also with a red light. Proceeding westward, he met the ballast train 30 or 40 yards beyond the Sawley junction distant signal, and cautioned the engine-driver with a red light, besides placing two fog signals on the rails. He heard the guard of the ballast train shout to him from his van as he passed, "Run back as fast as you can." He then went towards Sawley station, and placed two fog signals on the outer rail, 666 yards (as afterwards measured on his pointing out the spot) beyond the Sawley junction distant signal, and stood near them till the passenger train passed him.

The signalman on duty at the Sawley junction states that the fog was so thick as to render it impossible to see a red light from a hand-lamp much more than 10 yards. He saw the pick-up train and the coal train pass, and he was obliged to detain the empty waggon train while the coal train was standing 30 or 40 yards south of his junction. As soon as it moved away he directed the driver of the empty waggon train to move cautiously forward; and that train was in the act of passing through the junction when the passenger train came into collision with the ballast train.

The station-master at Trent was the first officer of the company on the spot after the collision. After clearing the line, and later in the evening, he found two exploded fog-signals on the line, within 30 yards of the position pointed out by the fogman, 666 yards outside of the Sawley junction distant signal, on the outer rail of the up line, and he found that the collision had occurred 140 yards inside of the same distant signal.

There is, however, some difficulty in arriving at the true state of the case in regard to the position and number of the fog signals. The driver of the passenger train heard two, the fireman of that train, he believes, three, the leading guard two, and the hind guard none at all, while a guard who was travelling as a passenger (in the leading compartment of the leading carriage) heard two. The station-master at Sawley heard, first two, and then one, explode under the passenger train. The junction signalman heard, he believes, three. The driver and fireman of the ballast train heard "two lots," but they cannot say how many, explode. The driver of the passenger train asserts positively that the fog-man was only 20 or 30 yards outside of the distant signal when he passed him, and the fireman confirms this statement. The leading guard considers the first fog-signal to have been 150 yards from the van of the ballast train. The guard who was travelling as a passenger, felt that the engine was reversed immediately after the fog

signals exploded, and distinctly heard the engine-driver whistling for the breaks, though neither of the guards of the train heard any break whistle; and the fogman, and the fireman and driver with the ballast train, heard only the two whistles for the junction.

If the statements of the fogman and the guard of the ballast train were correct, the driver of the passenger train ought to have been able, on a nearly level gradient, to have brought his train to a stand without difficulty. But the evidence is hardly complete as to the precise position of the fog signals, and the amount of warning which the driver, therefore, received; and it is evident that the guard in the hind van did not apply his break in good time, because he neither heard the fog signals explode nor the break whistle.

In this case there were five trains on the line in a thick fog, following one another within a total interval—between 5.10 and 5.32—of 22 minutes. Under such circumstances it must be very difficult, with the ordinary mode of working, to secure safety, and especially so when the four first of these trains are slow trains, liable to be shunted at sidings, and when the last of them is an express passenger train. There is only one system of working which is to be relied upon for the safe conduct of such traffic,

and particularly in bad or misty weather. During thick fogs it is exceedingly difficult for guards and breaksmen, in carrying out their printed regulations, to protect their trains in cases of stoppage, accidental or otherwise. They have no means of ascertaining distance; they fear that if they go back too far they may not be able to rejoin their trains; and they depend more or less upon fog-signalmen, specially employed to relieve them partly in such duties. But the fog-signalmen themselves are frequently ill able to judge of the necessity for the warning which they give to the engine-driver; and fog signals are used so thickly on these occasions, sometimes when a train is in the way, and sometimes after the obstruction has disappeared, that the engine-drivers do not in all cases pay as much attention to them as they would do if they were certain indications of danger. The block system of telegraph working is the resource of most value under such circumstances, and I am glad to be able to report that the preparations of the Midland Company being nearly complete for its introduction, it is expected to be in force on this portion of railway within a fortnight from the present date.

I have, &c.

R. G. W. Herbert, Esq.,
Board of Trade.

H. W. TYLER.

A copy of the above report was sent to the company on the 30th December 1869.

MIDLAND RAILWAY.

SIR, Derby, 23rd December 1869.

In compliance with the instructions contained in your minute of the 22nd instant, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 9th instant between Burton Joyce and Carlton on the Midland Railway.

The 3.56 a.m. mail train from Nottingham to Lincoln left the former station at 4.7 on the morning in question, consisting of an engine and tender, a mail van, two composite carriages, two parcel vans, and two break-vans. It proceeded in due course for 2½ miles; and at the end of that distance the engine driver observed a goods train passing in the opposite direction on the other line of rails without any break van behind it. He therefore reduced his speed from 35 to 20 or 25 miles an hour; and he ran forward, keeping a sharp look-out, for 2½ miles further, until he saw a red light, 20 yards ahead, through the fog which prevailed on that part of the line, and passed over three or four fog signals. He shut off his steam, whistled for the breaks, reversed his engine, and turned on his steam again, while the fireman applied the tender break and opened the sand-boxes. He had succeeded, in spite of the rails being in a very greasy condition, in reducing his speed to three or four miles an hour, when his engine came into collision with several baulks of timber which lay on the rails in front of him.

The leading and driving wheels of the engine were thrown off the line, and the off rail having been bent, three wheels of the tender also left the line, as well as one wheel of the leading van. The life-guards of the engine were bent, but no other damage was caused to the engine, tender, carriages, or vans of the mail train. The only passengers travelling in the train were four workmen in the employment of the company; and they were none of them injured, any more than the company's servants in charge of the train.

The timber which thus came in the way of the mail train was being conveyed on the 11.15 p.m. goods train from Lincoln for Derby. That train left Lincoln about 2.40 a.m. on its return journey, after having been detained on its previous journey from Derby to Lincoln by other trains. It left Newark at 3.40 a.m.,

consisting of an engine and tender, 36 loaded waggons, two empty waggons, and a break van. The engine driver saw that his train was complete, as he passed Burton Joyce, 5½ miles from Nottingham; and he did not know that he had left any of it behind until he reached Colwick Wood, a mile and a half from Nottingham. He then, on looking back, missed the lamps of the van. He thought it best, however, to proceed forward to Nottingham; and as soon as he arrived at that station, he placed his train in a siding, and went back with his engine to ascertain what had become of his missing waggons and van. On reaching Carlton he found his guard and the station master, and ascertained that 12 of his waggons had been left behind with the van.

Eleven of these waggons had been thrown off, while the twelfth waggon and the break-van remained on the rails. The leading waggon of the twelve (No. 6794) belonged to the Manchester, Sheffield, and Lincolnshire Railway Company, and had been loaded with ingots of zinc from Grimsby for Birmingham. The leading axle of that waggon had broken short off at both ends, and its failure had caused the other waggons behind it to be thrown off the line. Near the tail end of the train there were four waggons loaded with long baulks of oak, and these had fallen, as the waggons left the rails of the up line, on to the down line, and had thus come in the way of the engine of the mail train, as above described.

The guard who rode in the van of the goods train was somewhat stunned, in the first instance, by the shock which he experienced when his van was suddenly brought to a stand; and his hand-lamp was broken, and the light was knocked out. His first impulse, on recovering himself, was to run back and protect his train; but remembering that the mail train had not passed on the down line, and seeing that the down line was obstructed by the timber, he ran forward with the tail-lamp from his van; and he had time, before the mail train came up, to place several fog-signals on the rails, about 300 yards from the obstruction. He thus, by his thoughtfulness and activity, prevented what might otherwise have been a serious accident from occurring. The engine driver of the mail train, who also by his caution assisted in

alleviating the effects of the accident, found the guard of the goods train breathless from the haste with which he had run forward to stop the mail train.

The axle which failed under the Manchester, Sheffield, and Lincolnshire waggon, No. 6794, broke off from the insides of the bosses of both wheels. The sections of fracture showed on the one side defective structure, and a spongy appearance, and on the other side a previous flaw, though not to a great extent.

The diameter, as measured outside, was $4\frac{1}{2}$ inches, and at the boss of the wheel 4 inches, with a quarter of an inch of shoulder. The diameter of the middle was about $3\frac{1}{2}$ inches. The waggon itself was no doubt heavily laden with the ingots of zinc, and carried probably six or eight tons of that material.

I have, &c.

R. G. W. Herbert, Esq.,
Board of Trade.

H. W. TYLER.

A copy of the above report was sent to the company on the 14th January 1870.

NORTH BRITISH RAILWAY.

SIR, *Edinburgh, 26 August 1869.*

In compliance with the instructions contained in your minute of the 5th instant, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the collision, that occurred on the 31st ultimo, at the Portobello station of the North British Railway.

This station is three miles east of the Waverley Bridge station at Edinburgh. Between the Portobello West Junction (for Leith), at the west end of the passenger platform, and the Portobello East Junction (where the lines from Hawick and from Berwick meet), for a distance of 700 yards, there is an extensive yard for goods and minerals, with nine sidings, more or less at different points, on each side of the main line. There are as many as 171 trains altogether, composed of 73 passenger, and 98 goods and mineral trains, passing through the Portobello station daily along the main line in both directions, besides eighteen passenger trains on the Leith branch; and there is constant shunting upon or across the main lines, in taking waggons into or out of the different sidings, and occasionally in transferring waggons from one side to the other of the main lines. The traffic is worked by telegraph on an absolute block system, for eight miles from Edinburgh towards Hawick, and for $4\frac{1}{2}$ miles from Edinburgh in the direction of Berwick, the Portobello West and East Junction cabins being used as telegraph stations, and the yard between them forming one section of the general block-telegraph system.

The Portobello East Junction is protected by a distant-signal 786 yards from it, which is visible for 500 yards in the direction of Galashiels and Hawick, as well as by a home signal at the junction cabin, visible for 331 yards in the same direction; and it is approached from that direction on a falling gradient of 1 in 80, and on a curve of rather less than half a mile radius through a cutting, while the line from Berwick is straight and nearly level.

The Portobello West Junction is protected by a distant signal 700 yards from it, working on a post at the East Junction cabin, and by home signals at the West Junction cabin.

Both cabins are supplied with locking apparatus by Messrs. Stevens and Co., as well as with the necessary telegraph bells, block instruments, and speaking instruments.

There is a semaphore signal, also, at the Portobello passenger station, worked from the platform.

On the day in question, the 6.17 p.m. passenger train from Carlisle left that station at 6.30, thirteen minutes late, and reached Galashiels at 9.4, forty-seven minutes late. Eighteen minutes were lost in waiting at Riccarton Junction for the train from Newcastle, and about 11 minutes between Riccarton and Galashiels, in consequence of the leading axle of the engine having become heated. The engine had previously shown symptoms of heating, and a telegraph message had been sent from Hawick to St. Boswells, directing that the pilot engine which is usually there should be in readiness, if required, to take the train for-

ward. The St. Boswells pilot engine had, however, been sent away to assist a return special passenger train from Kelso, and a message was sent forward from St. Boswells to Galashiels, to provide an engine at that station, or, if possible, to stop the St. Boswells pilot engine there. In consequence of the latter message, the 6.17 passenger train found a mineral engine, No. 202, waiting at Galashiels to take it forward; and five minutes having been consumed in changing engines, the train, consisting of four passenger carriages, a carriage-truck, and a break-van, proceeded towards Edinburgh. It stopped at Eskbank for six minutes to collect tickets, started from that station at 9.55, still 47 minutes late, and was not due to stop again before reaching Edinburgh. The mineral engine was in good running order, and the train ran between Eskbank and the Portobello East Junction ($4\frac{1}{2}$ miles) in nine or ten minutes, at the usual rate of speed. The distant-signal from that junction was, according to the engine-driver, at all right, and he directed his fireman take off the tender-break as he approached it. The fireman was engaged with the break, and did not observe it. The guard of the train, who was applying his break to check the speed in approaching it, did not see it until he had just passed it. He then looked up, and saw the arm at danger, but was not in a position to see any light.

The train thus ran forward towards the East Junction, at a speed of about 20 miles an hour according to the guard, and 16 or 17 according to the engine-driver. It was about 10.2 p.m., and a dark but clear night. The driver, who had not before been in the Portobello yard in the dark, was not acquainted with the lights; and he saw a white light, which he took to be a signal for him to proceed; but the guard noticed that the East Junction home signal and the distant-signal from the West Junction close to it were both at danger. The fireman had not, any more than the driver, been previously into the Portobello yard at night; and the engine-driver, after seeing a white light in rounding the curve on the approach to the junction amongst several red ones, was attending to his injector, and did not see any more red lights until he had passed the junction points, and was therefore out of sight of the signals at the junction. The engine-driver had, he says, shut his steam off at Niddrie station, and did not apply it again before he reached Portobello. But he had his blower working all the way down the gradient of 1 in 80, from Niddrie to the East Junction, to consume the smoke from the coal, and to keep the flames from the foot-plate; and this appears to have led the guard and others to believe that the steam was on. The guard was under the impression that the steam was applied also in consequence of the speed that the driver maintained, in spite of his break, which he kept hard on from Niddrie. As soon as he got through the East Junction points the engine-driver, not being acquainted with the lights in the yard, told his fireman to apply the tender-break, which he did, and he ran forward with that break applied towards the passenger station. When within six or seven yards of the passenger platform he saw some

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waggons in front of him, and he had just time to reverse his engine before he struck these waggons at a speed which he believes to be 10 or 12 miles an hour; while the guard, who was expecting an accident in consequence of having passed three danger signals, considered it to be 18 or 20 miles an hour. The guard observed the platform signal, 28 yards west of the point of collision, at danger, as well as the other three; but the engine-driver, not having been acquainted with the lights in the yard, did not know which of them applied to the main line.

The mineral engine, which struck the waggons sideways, was thrown off to the right, and fell on its side against the down platform at 35 yards from the point of collision. The passenger carriages and break-van all remained on the rails, but the leading wheels of the tender and those of the carriage-truck left the rails. The couplings were none of them disturbed. The carriages were grazed and damaged in their sides, but not to any great extent, the footboards having been knocked off. Eighteen passengers have complained of injury, out of about 45 who were in the train.

The goods train which thus obstructed the main line at the Portobello station arrived from Berwick at Portobello at 9.55 p.m., consisting of an engine and tender, 23 waggons, and a break-van. Eight of these waggons were placed in a siding south of the main line, and five in another siding north of the main line. The engine, with the remaining 10 and the break-van, drew forward on the south main line between the passenger platforms; and the engine was pushing these waggons back into a siding next but one to it, and south of the main line, through a pair of points immediately to the east of the south platform, when the collision occurred. The van and three waggons had passed into the siding when the mineral engine in front of the passenger train came into collision with the remainder. Five of the trucks were broken up, while one next the goods engine was but little damaged. The goods engine was not the worse for the shock, and none of the men connected with the goods train were injured. The engine-driver, fireman, and guard of the goods train heard a pointsman shouting out to them, just before the collision, "Come back quick, the express is coming;" but they only saw the passenger train themselves as the collision occurred.

It was the more necessary to proceed with the shunting of this goods train, even though the express train was due, inasmuch as there were a number of trains specially running on that day for the Musselburgh races, and one of the return trains from Musselburgh was waiting outside the Portobello East Junction, on the Berwick line, unable to proceed until the goods train had been got out of its way.

It was most fortunate that this Musselburgh race train was delayed by the shunting of the goods train, as the express train would otherwise have come into collision with the race train in place of the goods train. A signal specially employed to direct engine-drivers of goods and mineral trains to clear the main line, and shunt into a siding out of the way of an expected passenger train, was exhibited from the Portobello West Junction box; and this would have afforded an additional warning to a passenger driver acquainted with the working of the yard and the object of this signal, but it was, of course, useless to a man unacquainted with the night signals in use. There were three lamps, all burning, at the side and tail of the van at the rear of the goods waggons, but the van was on the siding, second, as already stated, from the main line, while the waggons were following it through the points as the passenger train immediately approached them.

The signalman at the Portobello East Junction cabin saw the express train pass through his junction at 10.3, after receiving notice of its approach at 10.1 from Niddrie. He kept his signals up at danger, because his telegraph-needle was blocked over to

"train on line" from Portobello West Junction, while the goods train was shunting in the yard. He saw the lights of the goods-van on the west as the passenger train was approaching on the east from Niddrie, and afterwards, just before the collision; and he supposed the van, from the position of the lights, to be in a siding, though he did not believe the line was clear, because his needle remained at "train on line." He considered that the passenger train passed through his junction at a speed of 20 miles an hour,—as fast as if no danger-signals had been exhibited,—and it did not appear to be slackening speed. It looked to him as if the steam was on, but this may have been from the action of the blower; and he could not say whether the steam which he saw blowing back over the fire came from the funnel or from the safety valves. He saw fire flying from the guard's break, which was evidently on. As the train approached him, seeing that it could not be stopped short of the junction, he opened the leading points near his cabin to avoid damage to the apparatus. He is not able to see from his cabin whether the lamp at his distant-signal towards Hawick is burning when that signal is at danger, because the small green light which then shines towards him from the back of the lamp is not sufficiently strong to enable him to do so; but when the signal is at all right he can see plainly whether the lamp is alight by the white light, which is then turned towards him. He observed at 8.30, when he lowered the signal for an Inverleithen train, that the lamp was burning; and he had no occasion to lower it from 8.30 to 10.30 p.m. He was informed by the guard of a Dalkeith train, who passed at 10.30 p.m., that the lamp was then out. It appears to be a good lamp, burning paraffin, and it had never been found to be out before, except when blown out occasionally by a high wind. There was no wind that night, but the lamp was evidently out 27 minutes after the express train ran through the junction. The only evidence that the lamp was burning when the express train passed it, is that of a signal-fitter,—who travelled in the train, who saw it showing a red light as he approached it, who saw the other signals at danger, and who was alarmed at the speed of the train in passing Niddrie. He was thus induced to pay the more attention to the state of the signals, and expected the collision before it occurred.

This collision has evidently been caused, in spite of ample signal protection to the train shunting at Portobello, by a want of obedience to the signals exhibited, on the part of the driver of the mineral engine which was employed to take the place of the disabled passenger engine at Galashiels. The mineral driver was first warned for this duty by a carter at the Galashiels station, and subsequently by the station master. The driver states that he informed the station master that he was not acquainted with the signals and points, and that it would be better to send the pilot engine forward with the express train; and that he requested him to telegraph and see whether the pilot engine had passed Stow; but that the night porter told him afterwards to get his engine turned, and prepare to take the train; and that having done so, he only saw the station master again as he came back to join the carriages just before he started with the train. He adds that he then got off his engine, went again to the station master, pointed out to him that the pilot engine was there, and requested him to send the pilot engine with the train, because he was not acquainted with the points and the signals; but that the station master replied "It's no matter, no more humbugging about it, you're only losing time;"—that the guard and the station master, then standing together, both said that there would be no fear of the signals; the signals would be all right;—and that he replied again, if the signals are open it will be all right, but if they are not it would be all wrong, and that the guard should keep a sharp look out. Neither the driver nor the fireman of the passenger engine, nor the guard of the passenger trains, heard anything of the above conversations, alleged by the mineral

driver to have taken place, and the passenger guard did not understand him as making any objection to going. The fireman with the mineral driver confirms his statement to some extent; but he did not hear all that passed between him and the station master.

The station-master denies altogether that the mineral driver expressed any objection to undertake the duty from a want of knowledge of the signals; but he admits that the driver said he would require more oil; and, wanting apparently, to get home with his own train, was reluctant to go with the express train. He admits that the driver requested him to telegraph for the pilot engine, which he did. But he came to the conclusion, after receiving a telegraph message from Fala Hill, that the pilot engine would not arrive until 20 minutes after the express train, according to the time telegraphed from St. Boswells, ought to have left Galashiels. He admits also that the mineral driver pointed out to him, before he started, that "the pilot engine had arrived; when he replied that the pilot engine would require coal, and water, and oil, and turning, probably, and that would require 20 minutes;" and he therefore despatched the mineral driver with the express train. The station master also heard the mineral driver ask the guard, as he understood, whether he had to stop on the road, but without mentioning signals, and heard the guard reply Eskbank and Edinburgh.

The guard asserts that the engine-driver never spoke to him at all, and that he himself went to the engine, took its number, and told the driver to stop at Eskbank and Edinburgh.

The mineral engine-driver (Walker) has been for four years a regular driver, and a spare driver for upwards of six months. He has been employed exclusively between Kelso and Hardengreen, $8\frac{1}{2}$ miles from Edinburgh. He has been twice each way through the Portobello yard within the last 12 months, once with an empty engine, and once with an excursion train, both times in daylight, and both times accompanied by a fireman who was acquainted with the signals. But he had not previously driven through the yard, as already stated, by night; and it is of course impossible to blame him for not obeying signal-lamps with the position and object of which he was unacquainted in a place like the Portobello yard. If the lamp at the distant-signal from the East Junction was, as stated by the signal fitter, alight, then he ought to have made no mistake about that signal; but if the lamp was out, as it is otherwise proved to have been

27 minutes later, then he might, not being well acquainted with its position, have missed that signal.

It would be difficult to exaggerate the risk that was incurred in starting this mineral driver with an express train down the gradient of 1 in 80 from Niddrie to Portobello, and through the Portobello yard towards Edinburgh, by night, and accompanied by a fireman as ignorant as himself of the lights by which he ought to have been guided. It requires a thorough knowledge of the yard, and of the position, amidst a blaze of other light, of the signal lamps, to enable any man to proceed with confidence through the Portobello yard at night. I am unable to reconcile the conflicting statements of the mineral driver and the station master at Galashiels. The driver states positively that he twice distinctly objected to go in consequence of his ignorance of the signals. The station-master is equally positive that the driver did not refer to the signals, and that he understood him as objecting to go only because he wanted to get home with his own train. I examined all available witnesses without succeeding in clearing up this main difference. The station-master states that he was not aware of Walker's ignorance of the line, and it is strange that Walker, when he was finally ordered to go, should not have asked for the aid of the driver or fireman of the disabled passenger-engine to pilot him to Edinburgh. Not having such assistance, and not being acquainted with the signals, he certainly would, to say the least, have acted more prudently, if he had approached and run through the Portobello yard with more caution.

But this yard must always, as long as the main lines of the North British Railway, from Carlisle as well as from Berwick, run through the middle of it, be a source of great anxiety and considerable risk, and the directors of the company would be wise in making arrangements, with as little delay as possible, for carrying their main lines round the outside of in place of through it. They would thus be able to provide main lines free from the shunting which is now necessarily done upon them, and they would avoid the delay and expense which are occasioned to the shunting, and to the goods and mineral traffic generally, by the passing of the main line trains constantly through the yard. A minor improvement, in furnishing a duplicate home signal for the curve towards Niddrie from the Portobello East Junction, the Company are, I understand, prepared at once to carry out.

I have, &c.

R. G. W. Herbert, Esq.,
Board of Trade.

H. W. TYLER.

A copy of the above report was sent to the company on the 14th September 1869.

NORTH BRITISH RAILWAY.

SIR,

Edinburgh, 25th October 1869.

IN compliance with the instructions contained in your minute of the 21st instant, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 19th instant at the Niddrie Junction on the North British Railway.

The Niddrie Junction,—between the main line from Hawick to Edinburgh and the St. Leonard's branch,—is four miles and 33 chains from the Waverley station at Edinburgh. The St. Leonard's branch, now three miles long, formed part of the "Innocent" Railway—Edinburgh, Leith, Dalkeith, and Fisherrow,—which was constructed 40 years ago, and is now partly abandoned. This part of the Hawick line was opened for passenger traffic with locomotive engines 22 years ago, and the Niddrie Junction was thus laid in during the year 1847. It has undergone certain changes since that date, but has never yet been fitted up with complete junction signals and locking apparatus.

There is a wooden cabin on a stone foundation at

the junction, which has been supplied with telegraph apparatus for four years, and with instruments for working under the block system for upwards of 12 months. There are four signal-handles in the cabin, for working,—one semaphore arm applying to the down line to Edinburgh, and the facing point upon that line, as well as a distant-signal in each direction along the main line, and a disc signal 120 yards from the junction on the branch. The distant-signal towards Hawick is 500 yards from the junction, and is well seen along the straight line which succeeds to the curve between it and the junction. The junction points are worked by two levers (without segments) outside of, but on the platform south of, the cabin; and these levers are each furnished with a hasp and a staple, by means of which the points may be secured in the proper positions for the main line, when they are not in use for the branch. The points are not intended to be secured by means of these staples for the branch, but they may be fastened, so as to be partly open for the branch, by placing the staples at the back instead of in the front of the levers. In order that the points

should be fastened so as to be set right for the branch, and to be completely shut against the main line, some other means than the application of the hasp in the ordinary way over the staple would be requisite; such as the insertion of a piece of wood or other material between the lever and the hasp, or of a key or block between the point and the standard rail, or of the hasp in advance of (in place of upon) the staple at the backs of the levers.

The line is level between the distant-signal towards Hawick and the junction, and the branch rises slightly towards St. Leonard's.

On the day in question, a special train left Edinburgh for Kelso at 9.10 a.m., to take passengers to the Kelso races; and started from Kelso on its return journey at 6.33, three minutes after the time mentioned in the special time bill, consisting of an engine and tender, 12 passenger carriages, and one break-van. It stopped to set down passengers at St. Boswell's, Stow, and Eskbank, and left Eskbank at 8.21, 11 minutes late, for Portobello, on its way to Edinburgh. It was further delayed four minutes at the Glenesk Junction, 3 miles 26 chains south of Niddrie, by the signals in connexion with the block telegraph system.

After leaving the Glenesk Junction the engine driver proceeded towards the Niddrie distant-signal at a speed of about 18 miles an hour. He was running more slowly than usual because he had heard from the Glenesk signalman that a train had been, as he understood, let out of the St. Leonard's branch for Portobello, and he thought it probable that the distant-signal from Niddrie would therefore be at "danger." He found, however, a white light at that signal, and a green light (which was the usual signal to proceed) at the home junction signal, and he continued at the same speed towards the junction. He saw the tail lamps of a train on the St. Leonard's branch, but they appeared to be quite clear of the main line, and he ran forward to the junction points, without steam, but without any great reduction of speed. He did not see the points as he approached them, (about 8.35 p.m.,) as it was dark, but as he passed through them he found that his engine was turned on to the branch, in place of continuing along the main line. He had just time to reverse his engine and apply his steam before it struck the van of a coal train standing on the branch, at 80 yards from the junction, at a speed which he estimates at 14 or 15 miles an hour; and the engine travelled forward for 40 yards from the point of collision before it came finally to a stand.

The guard in the hind-van was looking forward as he approached the Niddrie Junction, and noticed that the signals showed white and green as described by the driver; and he was still looking forward, with his hand on the break-wheel, ready to apply it in case it should be necessary in descending towards Portobello, when he was suddenly knocked down by the shock of the collision, without having been aware that the train had taken the branch instead of going along the main line.

The buffer-plank of the engine was much broken as well as both of the buffers. The eccentric rods and valve spindles were bent, the funnel was knocked off, and the smoke-box was stove in. The engine was thrown off the rails with all its six wheels, to the extent of about three inches. The tender and the carriage next behind it remained on the rails, and this carriage was not much damaged. Seven of the following carriages were thrown off the line, and of these the bodies of five were broken to pieces, and half the body of a sixth was destroyed; and the debris fell down the side of the embankment, south of the branch, on the inside of the branch curve. The last four carriages and the van remained on the rails, and three of these carriages, in which, fortunately, the greater number of the passengers for Edinburgh were riding, do not appear to have been damaged. The carriage next behind the tender and the four last carriages were of stronger and more recent construction

than the intermediate carriages; and the destruction of the intermediate carriages, while the end carriages comparatively escaped from damage, may to some extent be thus accounted for.

Neither the driver nor the fireman, both of whom stuck to their engine, were injured. The guard suffered in his head and back, and was stunned in the first instance by the violence of the shock. Of 40 or 45 passengers who were riding in the train, 20 have up to the present time complained of injury from cuts or contusions.

The coal train which was standing on the St. Leonard's branch, left Fala Hill, 18 miles from Edinburgh, at 5.35, 35 minutes late, on its way to Edinburgh. It entered the branch at 7.5, in the usual manner, that the waggons might be sorted, and the train marshalled, before proceeding to Portobello. It was composed of an engine and tender, 31 loaded waggons, and a break-van; and it was standing on the south line of the branch, waiting to back out as soon as the signalman gave it leave to do so. At 8.20, 15 minutes before the collision, the engine-driver whistled, to intimate that the train was ready to start, and with the permission of the signalman, given by his hand lamp, about half the train was backed on to the main line. But the signalman then stopped it, on receiving, it is supposed, a signal for the passenger train from Glenesk, and sent it back again to the branch. It was there standing, with the van 80 yards inside the junction points, when the passenger train came into collision with it as above described.

Of two guards with the coal train, one was standing on the branch near the van, and the other was in the van, at the time of the collision. The van was broken to pieces, and the guard in it was so much injured that he died the same night. Two of the coal waggons were destroyed, and two others were damaged. The other coal waggons remained on the rails.

The signalman was on the spot up to 2 a.m. on the following morning, 5½ hours after the accident, but he has since disappeared, and I have had no opportunity of examining him. I am informed that he stated, after the accident, to several officers of the company, that he was holding the points over in the proper position, so as to be right for the main line during the passage of the Kelso train, when the engine caught the points, and pulled the lever over. But inasmuch as the whole train passed through the points on to the branch without any disturbance of the permanent way at the junction, or of the line for more than 80 yards from the junction, the conclusion is not to be avoided that the signalman must have made a mistake, and must, after lowering his signals to allow the Kelso train to pass, have held the points over in the wrong position, so as to turn it into the branch. The signalman had been in the employment of the company for nearly three years, and had been at that junction for six months. He bore a good character as a sober, steady, attentive man. His wages had been reduced on one previous occasion, when acting as a signalman at Leith Walk, for an omission of duty, unattended by an accident, in not turning a signal to "danger" when he ought to have done so; but no other complaint had been made against him, and his wages had been raised to their former amount of 18s. 8d. a week, on his being appointed to Niddrie Junction. His hours of duty were from 6 a.m. to 6 p.m., and 6 p.m. to 6 a.m., on alternate weeks, and he had been 2½ hours on duty when the accident occurred.

The amount of break power on this train was not such as is desirable in the interests of safety, but the distance, 80 yards, was very short for reducing the speed of the train; and the collision would not have happened if the junction had been provided with a locking apparatus, such as is now commonly used, which prevents a signalman from lowering his signals unless the points are set in the proper direction, or from turning his points in a wrong direction after the signals have been lowered for the passage of a train. The company have already commenced at Niddrie to construct a cabin of a superior description, in which

they intend to place a locking frame, and from which the points and signals are to be worked with all modern appliances and improvements.

The company are now, I understand, engaged in similarly improving the junctions of the Selkirk branch, and the Kelso branch at St. Boswell's, and the Glenesk

Junction; but there remain many other junctions at which locking frames should also be provided with as little delay as possible.

*R. G. W. Herbert, Esq.,
Board of Trade.*

I have, &c.
H. W. TYLER.

A copy of the above report was sent to the company on the 9th November 1869.

NORTH BRITISH RAILWAY.

*Board of Trade,
Railway Department,
Whitehall, 31st December 1869.*

SIR,

IN compliance with the instructions contained in your minute of the 7th instant, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 23rd ultimo in the Glasgow tunnel on the North British Railway.

Two passengers are reported to have been slightly bruised.

The approach to Queen's Street station of the North British Railway at Glasgow is through a tunnel, which is about 1,160 yards long.

The gradient of the railway is level for 200 yards at Queen's Street station. The line rises from Queen's Street station to within 200 yards of Cowlairstation, on an incline of 1 in 45. This incline is one mile and 450 yards long. The tunnel extends from the entrance to Queen's Street station for 1,160 yards towards Cowlairstation. The gradient from the top of the incline through Cowlairstation is 1 in 1,285. Trains are worked up the incline between Queen's Street station and Cowlairstation by attaching them to an endless wire rope, which is worked by a stationary engine at the top of the incline, and trains are piloted down the incline from Cowlairstation to Queen's Street station by attaching heavy incline breaks with a breaksmen in each break in front of the trains.

Sometimes the engines remain attached to the tail of the trains in descending the incline, and sometimes the trains proceed without an engine. This depends on whether the engine is required at Queen's Street or not, but in every case the breaksmen, who travel on the incline breaks in front of the train, are placed in charge of the train.

This part of the North British Railway is worked on the block telegraph principle, the object being, that no two trains shall travel on the same line of rails over this section of the railway at the same time.

The telegraph clerks are provided with speaking instruments as well as block telegraph instruments. The telegraph hut at Cowlairstation is near the west end of the station platform, about 200 yards from the top of the incline, and the telegraph hut at Queen's Street station is at the end of the platform, close to the mouth of the tunnel.

On the 25th of last November, 13 empty waggons were required at Queen's Street station, and a message to that effect was telegraphed to Cowlairstation, where there is a large dépôt.

A train of 13 empty waggons, with two incline breaks and two breaksmen in front, and an engine and tender behind the waggons, was formed at the top of the incline at the west end of Cowlairstation on the day in question, and it was despatched by signal at 5.6 p.m. to Queen's Street. "Line clear" had been received from Queen's Street telegraph hut, and the telegraph clerk at Cowlairstation, after telegraphing to Queen's Street that the train of empties had left, telegraphed "engine behind." This message was acknowledged from Queen's Street. When the train had proceeded about 300 yards down the incline, and was moving at a speed of about 12 or 15 miles an hour, both the breaksmen felt a sudden push, and the train went forward at too great a speed. The breaksmen held up their hand lamps with red lights, to caution

the engine driver, who had given the train the push, and the train was gradually checked to its proper speed.

The two breaks and eleven empty waggons arrived safely at Queen's Street, but the engine and two waggons did not come, and the telegraph clerk at Queen's Street, who saw the train of empties arrive, forgot the fact, that he had received notice that there was an engine at the tail of the train, and he did not notice that the engine did not arrive. The second waggon from the engine had become detached from the 11 other waggons, had got off the rails, and had fouled the up and down lines of rails.

At this time a passenger train from Helensborough had been twice telegraphed from Cowlairstation to Queen's Street, but the clerk at Queen's Street would not accept the train, as the empties had not arrived. As soon as the 11 empties arrived, he telegraphed "line clear," and a train, which consisted of three incline breaks and three breaksmen, a carriage truck, a horse box, a 3rd, a 1st, a 3rd, a 1st, a guard's van, a 1st, a 3rd, a 1st, a 3rd, and a guard's van, coupled in the order given, left Cowlairstation for Queen's Street station at 5.15 p.m. As the breaksmen entered the tunnel, they found it full of smoke and steam.

The passenger train was proceeding at a speed of about 10 miles per hour when the leading breaksmen perceived lights in the tunnel, which were those on the engine that had been stopped with the two empty waggons. The three breaksmen immediately applied their breaks, and succeeded in checking the speed of the passenger train to about four or five miles per hour, when it struck the engine attached to the empty goods waggons. None of the vehicles of the passenger train left the rails, and the only injuries that are reported are a broken buffer on the centre incline break, and a broken buffer on the engine that was standing in the way of the passenger train.

It appears that when the train of empty waggons was proceeding down the incline towards Queen's Street, the driver of the engine that was at the tail of the train heard the tender coupling striking the iron rollers that guide the continuous wire by which the incline is worked, and that he sent his fireman forward to hang up the links of the chain. The driver stated, that he eased off the tender break, to allow the fireman to pull up the links, and in doing so he appears to have given the whole train a sudden push. On examination marks were pointed out on the wooden buffers of the 11th empty waggon of the train which showed that the 12th waggon, which had cast iron buffers, had mounted on the 11th waggon.

There was about 6 inches difference between the levels of the buffers in these two waggons, and there appears to be no doubt that the coupling between the 11th and 12th waggons became unhooked when the one waggon mounted on the other, and that as the train continued its course through the tunnel, and the breaksmen eased off their breaks to let the train go, (after checking the unusual speed given to the train by the sudden push,) that the 11th waggon got released from the 12th waggon, and instead of dropping back on to the rails it dropped on the off side, ran across the 6 feet, and fouled the up and down lines. The waggon next behind it and the engine

were stopped at once. There were two drivers on the engine, one of them being the man that had just been relieved. He ran forward to Queen's Street, to give notice of the accident, and stop all "up" trains; but the second driver and the fireman, conceiving themselves to be protected by the block telegraph, remained with their engine, instead of going back to warn trains approaching from Cowlairst, as one of them should have done.

The engine and trucks had been standing in the tunnel five or six minutes or more when the passenger train struck them. The telegraph clerk at Queen's St., soon after he had given "line clear" for the Helensborough passenger train, recollected, that he had not seen the engine of which he had notice, arrive with the empty waggons, and he telegraphed to Cowlairst to know what had become of the engine. The passenger train had left, and could not be stopped. The accident, which might have been serious, except for the care and attention of the breaksmen with the passenger train, was caused by the forgetfulness of the telegraph clerk at Queen's Street, and by the neglect of the driver of the engine, with the train of empties, who should have sent his fireman back towards Cowlairst, to warn all approaching trains, as soon as he found his engine stopped in the tunnel.

The approach to Queen's Street station at Glasgow

through a tunnel on an incline of 1 in 45 is one that requires great care and attention to work safely, and this seems to have been accomplished successfully for a number of years, which must be attributed to the regulations by which the tunnel is worked, and the care and attention of the men employed in working it.

The present accident suggests the desirability of moving the telegraph hut at Cowlairst to such a place that the clerk in charge may be able to see all trains before they proceed to Queen's Street, and, further, that he shall telegraph the number of vehicles which compose all trains, as he now does those of which passenger trains are made up.

It appears to be also desirable that engines should not be attached to the tail of the trains, but that they should proceed to Queen's Street without being attached to other vehicles, unless they can be attached to the front of the trains. I would further suggest that improvements be made in the nature of the couplings of the goods waggons.

I have, &c.,

F. H. RICH,
Lieut.-Col. R.E.

*The Secretary,
(Railway Department),
Board of Trade.*

A copy of the above report was sent to the company on the 12th January 1870.

NORTH BRITISH RAILWAY.

SIR,

*Board of Trade,
28th December 1869.*

IN compliance with the instructions contained in your minute of the 2d instant, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 23d November last at Morningside station on the North British Railway.

Four passengers and four of the company's servants are reported to have been slightly cut and bruised.

On the day in question a coal train, which consisted of an engine and tender, eight empty, two loaded waggons, and a guard's van with two guards, arrived from Portobello at Blackhall at 7.9 a.m., and went into the siding at the south side of the line, to leave some of the empty waggons. Having deposited the waggons, the train was drawn out on to the main line at the Morningside end of the station, so as to allow the mineral train, which is timed to leave Morningside at 7.10 a.m., to draw into the same siding.

As soon as the "up" mineral train arrived at Blackhall from Morningside, about 7.30 a.m., the down mineral train from Portobello started for Morningside, which is about $3\frac{1}{4}$ miles from Blackhall.

The railway is a single line, and is worked on the block telegraph system. The gradient falls one in 70 from Blackhall to Morningside. The station master, and, during his absence, the clerk in charge, are the only persons that are authorized to start the trains, and they are directed to do so by holding out a flag by day and a lamp at night from the station hut.

Neither of these persons started the down mineral train on the morning in question, nor were they aware that the train had left Blackhall, till some minutes after it had left the station. The two guards of the train remained in the station hut, and were not aware that their train had left, until a platelayer came in, and said that it had gone. This was about 7.40 a.m. The clerk in charge, who was also ignorant of the departure of the down mineral train, until it was announced by the platelayer, had previously given "Line clear to Morningside for the passenger train due to leave that station at 7.35 a.m." The passenger train, which consisted of an engine and tender, a break

van, a first, a third, and a third class break carriage, coupled in the order given, was started from Morningside at 7.36 a.m. The morning was thick and foggy; and when the train got to the east end of Morningside station yard, and was travelling at a speed of about 12 miles an hour, the driver perceived the down goods train coming towards him.

The goods train was only about two engine lengths distant at the time. The driver of the passenger train had only time to reverse his engine, whistle for the breaks, and try to jump off, before the collision occurred. In jumping off, he was thrown to the ground. His fireman also jumped off.

The passenger train was driven back by the collision, and ran down the incline towards Morningside with steam on, and the engine in back gear.

It ran through the station at a speed of about 12 miles an hour, and held on its course (through the Morningside station and junction of the Caledonian Railway) towards Garriongill Junction.

The guard, who was riding in the last break carriage, had been stunned by the collision; but he recovered his senses very soon, and applied his breaks. One of the axle-boxes of the tender had been broken by the collision, and the framing of the tender was thus let down on the wheel, and acted as a break; by these means the speed of the train, after running about a mile, was considerably checked, and a platelayer on the Caledonian Railway jumped on to the engine and stopped it. The engine and tender of the passenger train were injured, and the carriages were slightly damaged. The mineral engine was also damaged, and the fireman of this engine was thrown off; but none of the vehicles of either train left the rails.

The only excuse given by the engine driver of the down mineral train for leaving Blackhall station was, that he thought that when the up mineral train arrived at that station the pointsman on duty in the yard, who held the points for the mineral train that arrived from Morningside, gave him a signal with a hand-lamp, which he understood as meaning him to start. The pointsman denies giving the driver any signal to start; and when he saw him go away he thought that the driver had got the starting signal from the station hut. The driver of the down mineral goods train stated that he was only running at a speed of about two miles an

hour at the time of the collision with the passenger train. He had just passed the Morningside down distant signal, which he said was all right for him to proceed. The signalman at Morningside stated that this signal was at danger. I could not ascertain which man was right in this matter; but there was no reason why the Morningside down distant signal should have been taken off.

Judging from the effects of the collision, the mineral train must have been moving at slow speed at the time.

The accident was caused by the misconduct of the driver of the down mineral train in leaving Blackhall station before he had got proper leave to do so.

I cannot think the telegraph system a safe mode of

working any single line, and would urge the adoption of the train staff, in addition to the telegraph. It would also be desirable that Blackhall station should be furnished with station signals as well as distant signals. It appears desirable that the driver of a train should receive the signal to start from the guard of his train, the latter having previously obtained the station master's sanction to do so.

I have, &c.

F. H. RICH,
Lieut.-Col. R.E.

*The Secretary,
Railway Department,
Board of Trade.*

A copy of the above report was sent to the company on the 18th January 1870.

NORTH BRITISH RAILWAY.

*Board of Trade,
29th December 1869.*

SIR,

In compliance with the instructions contained in your minute of the 10th inst., I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 6th inst. at Kirkintilloch station on the North British railway.

Three passengers have complained of cuts and bruises.

Kirkintilloch station is situated at the bottom of two inclines. The station is approached from Killearn on a falling gradient of 1 in 80, and the line from Kirkintilloch, to the junction with the main line to Glasgow, rises 1 in 85. There is a cross-over road at the north side of the station between the up and down lines. The points of this cross-over road are weighted to remain open for the main lines. On the day in question, a train, which consisted of a tender and engine, three goods vans, a passenger van, three first, four third, one first, two third, one first class carriage, and a passenger break van, in which the guard travelled, arrived at Kirkintilloch from Killearn at 9.10 a.m. The train was coupled in the order given.

A carrier's van was attached to the tail of the train while it was standing at Kirkintilloch. The van was brought from the up to the down line by the cross-over road at the north end of the station, and when it was attached to the train the hind wheels of the van still remained on the cross-over road, and the front wheels were on the down line, where the passenger train was standing.

Owing to the rising incline at the south side of Kirkintilloch station, the engine drivers, when they

have heavy trains, have been in the habit of starting from the station by pushing their trains back for a short distance, so as to get a run at the rising incline.

The morning of the 6th inst. was foggy, and although the driver of the passenger train stated that he could not see the tail of his train which was on the crossing, he executed this hazardous move, and commenced to run his train back as soon as he got the signal to start. A pointsman who observed it held the points at the south end of the crossing, but there was no person to hold the points at the other end of the crossing. The driver having pushed his train as far back as he thought necessary to give him a run at the incline, reversed his engine and started forward. The four carriages at the tail of the train took the wrong line of rails on coming to the north end of the cross-over road, and the 3rd class carriage, which was the foremost vehicle of these four, got upset on its side after it had been pulled some distance. The engine driver did not hear the calls of the station master at the station, who endeavoured to stop him, but he seems to have felt the jerk of the 3rd class carriage falling over, and he stated that he believed that he stopped his train in about two engine lengths after the carriage fell over. The guard, who was travelling in the last vehicle but one, put on his break as soon as he found that his van was being pulled along the wrong line.

The accident was caused by a dangerous method of working heavy trains from Kirkintilloch station.

I have, &c.,

F. H. RICH,
Lieut.-Col., R.E.

*The Secretary,
Railway Department,
Board of Trade.*

A copy of the above report was sent to the company on the 18th January 1870.

NORTH-EASTERN RAILWAY.

SIR,

1, Whitehall, 3 Sept. 1869.

In compliance with the instructions contained in your minute of the 4th ult., I have the honour to report for the information of the Board of Trade the result of my inquiry into the circumstances attending an accident which occurred on the 2nd ultimo at the south end of the High Level Bridge close to Gateshead station on the North-eastern Railway, owing to a carriage in a passenger train leaving the rails and turning over on its side.

This accident has unhappily been attended by the death of one of the passengers, but no others are returned as having been injured.

At the south end of the High Level Bridge connecting Gateshead and Newcastle the junction occurs between the old North-eastern main line and the Team

Valley line opened last November. About 100 yards on the south side of the junction cabin a pair of facing points leads from the main down road on the old line to a second down line used only for goods trains or engines not attached to trains. The junction is provided with proper locking apparatus, the points leading to this goods line being included in the locking frame, and consequently these points cannot be opened for the goods line while the down main signal is lowered. On the afternoon of the 2nd ult., at about a quarter to 6, a signalman named Pattison relieved his comrade Wace in the cabin before alluded to. On taking charge he found a passenger train, consisting of engine and tender and 15 vehicles, from Sunderland to Newcastle, standing at the Gateshead station (a short distance south of the facing points). The starting signal for

this train, viz., one of the junction main signals, had been lowered by Wace. Pattison's first act was to send a telegraphic signal to the cabin at the north end of the bridge that the Sunderland train was coming, and then as soon as the engine and *one or two carriages* had passed him, he himself acknowledges that he put the main signal back to danger, thus necessarily unlocking all the points, including those leading to the second down line. On turning his head to look out of the south window of his cabin he saw the last carriage but one off the road to the left; upon this he immediately whistled to the driver, who shortly afterwards pulled up. Pattison then left his cabin to see what was wrong, and found the last carriage standing on the second down line with all its wheels, the last carriage but one entirely off the road, nearly turned over on its left side and supported in that position by the couplings between it and the last carriage and the last but two, neither of which couplings had given way; the remainder of the train was all on its proper line. He then examined the points leading to the second down line and found them in perfect order and standing right for the main down line.

A porter named Johnson, who was standing on the platform of the Gateshead Team Valley station, saw the Sunderland train just as it was leaving the adjoining main line station. He observed the last carriage on the second down line, and the last but one off the road leaning over, and as he was looking, a man jumped out of the door on the left side of the front compartment of the latter and was struck by this carriage, which fell further over on its side as he jumped. He was dragged along some few yards by the carriage (being probably caught in its steps) and was found quite dead (his body being much mangled) by the porter who at once ran up to him. Although this carriage (a third-class one with six compartments)

was tolerably full, no other passengers are stated to have received any injury.

This accident was first made possible by Pattison's (the signalman) putting the main signal to danger before the whole train had passed the facing points, and then doubtless caused by his moving the points and opening them for the second down road just before they were reached by the last carriage in the train. His cabin being about 100 yards north of these points, it would be difficult for him to distinguish clearly the exact moment of the passage over them of the tail of the train, and as he had received a telegraphic signal of a following engine which would use the second down road, he was most likely in a hurry to prepare for this engine. The last carriage being once upon the second down road, and the couplings not giving way, the last carriage but one could not but leave the rails, and, owing to the occurrence of crossings and transoms, turn over in the way it did. Had the speed not been slow and the train promptly stopped the consequences would have been much more serious. The state of the points and the position of the last three carriages after the accident render any other solution of its cause than the above improbable.

This is not the first accident that has occurred from the practice of restoring junction signals to danger before the *tail* of a train has passed through facing points locked by these signals, and I think that the companies would do wisely to issue a very clear rule upon this subject, and then strictly to enforce compliance with it. This accident points to the value of Edwards' bar or some similar contrivance for preventing points being moved until a train has completely passed over them.

I have, &c.,
C. S. HUTCHINSON,
Lieut.-Col., R.E.

*The Secretary,
Railway Department,
Board of Trade.*

A copy of the above report was sent to the company on the 22nd September 1869.

NORTH-EASTERN RAILWAY.

SIR,

Yarm, 27th August 1869.

IN compliance with the instructions contained in your minute of the 24th instant, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 12th instant at the Yarm station on the North-Eastern Railway.

Yarm is four miles south of Stockton, in the direction of Thirsk and Leeds. There is a double line of rails at the station, with sidings on both sides of them at the north end of it. There is a cross-over road between the two main lines north of the platform, and a second cross-over road [C D in the accompanying diagram] between the up main line and the siding next to it, the points D being 60 yards from the up platform. These points D usually stand, and are weighted to stand, set for the siding, and they require to be pushed and held over for any vehicle passing out of the siding to the up main line.

On the day in question, the 6.20 p.m. passenger train from Stockton for Leeds left the former station punctually, and arrived at Yarm at 6.40., also punctually, consisting, in the following order, of an engine and tender, a break-van, a composite carriage, a second break-van, a third-class, a second-class, a first-class, and two third-class carriages, and a third break-van. On reaching Yarm the guard was told to take his train back through the points C D into the siding, to take on a carriage-truck and horse-box (for the North Staffordshire line) which stood in that siding. He therefore called to the engine-driver to set back into the siding, while the station porter held the points. He rode down on the footstep of the van into the siding, and saw the porter coupling the carriage-truck to the van. As soon as this had been

done he called (from the ground) to the porter, to ask "if any one was at the points," and "if they were right for going out." The porter said "yes," "all right," and the guard whistled for the driver to get into forward motion. Shortly after the train began to move, the guard stepped up in the van, and hearing the porter call out, he jumped down again, and noticed that the carriage next in front of his van was going along the siding through the points, and parallel to the up line, instead of along the cross-over road towards that line. The first seven vehicles in the train were all on the rails, and upon or proceeding towards the up main line, while the 8th vehicle, a third-class carriage, was travelling along the siding, followed by the rear-van, the carriage-truck, and the horse-box. The third-class carriage, pulled towards the main line by the vehicles in front of it, and towards the siding by the vehicles behind it, was dragged off the rails, and thrown over on its left side about 20 yards north of the up platform.

There were 20 to 30 passengers in this third-class carriage, of whom eight have already complained of injury. The carriage was not much damaged, but three of the windows were broken, and the foot-board was knocked off. The vehicles in front of it all remained on the rails on the cross-over road or main line, and those behind it were on the rails of the siding after the accident. No couplings were broken, but the draw-bar of the carriage in front of that which fell over was bent, and the screw-coupling fell off its hook.

The guard is under the impression that after the pointsman told him all was right to move forward, and when he gave the signal to start, he saw the pointsman with his knee on the points, holding them in what he

found afterwards to be the wrong direction; and the guard is quite sure that the carriage which fell over was north of the points before he gave the engine-driver the signal to move forward. The pointsman asserts, on the other hand, that this carriage never passed over the points at all, but remained on the south of them when the train was set back; that he held the points in the right direction as tight as he could, that the lever was jerked out of his hand as the van was going through them, and that he then put his knee on the lever, and held the points for the siding.

There appear to have been no marks on the ballast to indicate that the carriage left the rails before it was pulled off them between the vehicles on different lines in front of and behind it as above described, and I can come to no other conclusion than that the pointsman, running hurriedly to the point-lever after coupling the van to the carriage truck, must have made a

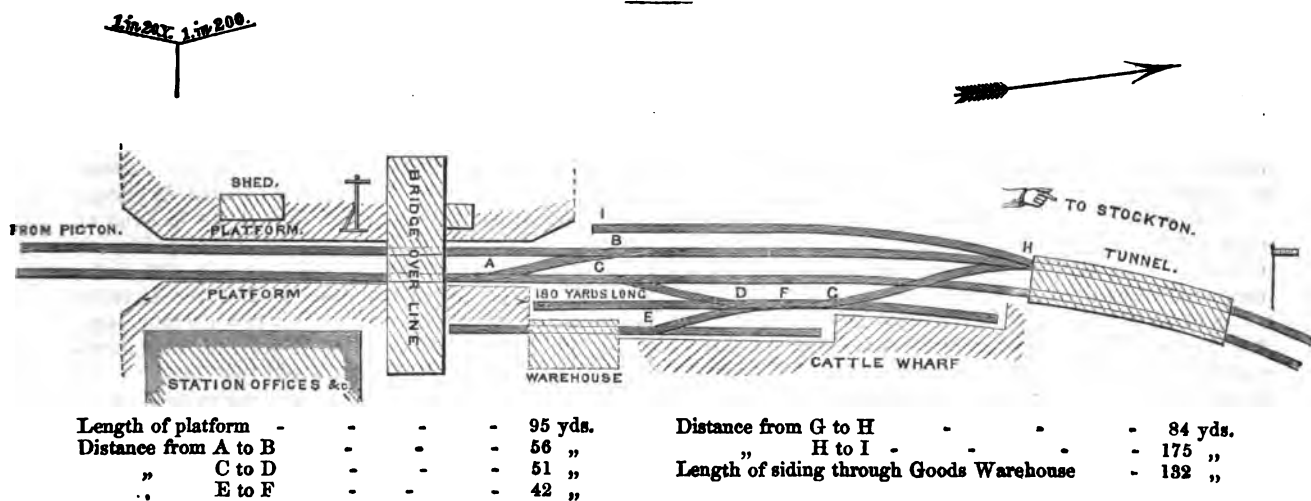
mistake, and must have held the points in the wrong direction when the train began to move forward, and that this was the sole cause of the accident. The pointsman has been more than five years in the service of the company, and has done duty as porter and pointsman at this station for a year and nine months; and he has borne a good character as a careful steady man during that period.

The various points at the station might be used with greater safety if the levers were collected together, and worked, with improved apparatus, from a convenient situation. These particular points, which are the safety points from the siding to the main line, had only one connecting rod, and were not in good repair, but their condition in these respects had nothing to do with the accident.

R. G. W. Herbert, Esq.,
Board of Trade.

I have, &c.,
H. W. TYLER.

Y A R M.



A copy of the above report was sent to the company on the 10th September 1869.

NORTH-EASTERN RAILWAY.

1, Whitehall,
9th October 1869.

SIR,
In compliance with the instructions contained in your minute of the 3rd ultimo, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances attending a collision between a mixed mineral and cattle train and a passenger train which occurred on the 1st ultimo at Strensall station on the York and Scarborough section of the North-Eastern Railway.

A cattle dealer riding in the van of the mineral and cattle train was unhappily killed by the collision. In the passenger train one passenger was slightly injured, and the guard, who jumped from his van, had his shoulder fractured, and was otherwise hurt.

Strensall is a road side station between Haxby on the west or up side and Flaxton on the east or down side, Flaxton being distant 2m. 53ch. It has a siding about 300 yards long on the north side of the line, which joins the down line from York by points about 500 yards from the station signals. There is also a cross-over road between the up and down lines, close to the platforms. The station is provided with the usual home and distant signals; of the up signals, which alone have reference to the present accident, the home signal is visible for about 1,000 yards, and the distant signal, 800 yards from the home signal, is to be seen for only about 400 yards, on account of a curve in the line and the lowness of the post. The gradient rises at 1 in 1047 from Flaxton up to the distant signal post, whence it falls towards and past the station at the rate of 1 in 566.

A pick-up mineral train had left Malton for York

at 2 p.m. (correct time) on the 1st ultimo, made up as follows: engine and tender, eight loaded cattle waggons, 30 empty waggons, and a guards van. The cattle waggons were attached to this train, as there were not sufficient to require their being formed into the regular train entered in the time tables as due at York at 12.15. In the van there were five cattle dealers and a policeman of the company, in addition to the guard. At Castle Howard, the next station but one to Malton, an empty waggon was taken up behind the cattle waggons; at Kirkham, the next station, three more; and at Flaxton, four more empty waggons, which were placed between the engine and the cattle waggons; the train now consisting of four empty waggons, eight cattle waggons, 34 empty waggons, and the van. At Flaxton the train was detained 20 minutes, waiting for the passing of the 2.30 train from York before it could perform its shunting. The guard stated that he remonstrated at being stopped for these empty waggons at Flaxton, as it would throw his train in the way of up passenger trains, one from Scarborough being due to stop at this station at about 3.15, and another (the express) due to pass it at 3.30. The porter replied that they must be taken on, and the station-master started the train at 3.10. At Strensall the train was again stopped by signal, to take up a waggon containing three prize pigs destined for Wakefield cattle show, to be held the next day. The driver, on being stopped (at about 3.16 or 17), complained to the porter, who was acting for the station-master (the latter being on leave of absence), that they would be jumbled up among passenger trains, meaning the two before alluded to and the express

from York, due to pass Strensall at about 3.30. "Oh, man," replied the porter, "it is a waggon of prize cattle for Wakefield."

This reply seemed to have settled the matter, the importance, in a porter's eyes, of prize cattle not missing their show taking precedence, I presume, in Yorkshire, of all other considerations, and the driver at once proceeded to attach this waggon, seeing that the signals were all at danger before he commenced to shunt. The guard, who came up from the tail of the train (which was left standing about 400 yards inside the distant signal post) when the shunting had commenced, also remonstrated with the porter about stopping them when trains were nearly due both ways. The porter stated that he had intended to have despatched these pigs by the cattle train (before alluded to) due in York at 12.15, but as this train did not arrive he decided to send them on by the 1st coal train that passed, as otherwise he feared they would not reach their destination in time. Just as the shunting had been concluded, and about half the train had been got into motion, it was pitched into, at 3.21 or 3.23, by the up passenger train from Scarboro', due to stop at Strensall at 3.20.

This train consisted of engine and tender, one horse box, three composites, guards van without guard, one 2nd class, two 1st class, one 2nd class carriage, guards van with guard, one carriage truck, one 1st class and one 2nd class carriage, 13 vehicles in all, coupled in the order stated.

The driver of the train was an experienced man of 16 year's service with the North-Eastern Company. He had left Scarboro' at 1.55 a.m. correct time, and Malton at 2.50, two minutes late. He was stopped at Flaxton by signal, and left, according to the Flaxton station-master, at 3.20 or 3.21. As, however, the collision occurred, according to the driver of the coal train, and porter at Strensall, at 3.21 or 3.23, the Flaxton station-master must either have made some mistake, or his clock must have been fast. At any rate he gave the driver of the passenger train no caution as to the coal train being in front, as, according to his time, it had left his station more than 10 minutes. He also thought, that although the coal train left at 3.10, and the passenger train was due at about 3.15, rule 53 (prescribing that goods, cattle, and mineral "trains shall not be started from any station within 15 minutes of the time of a passenger train being due,") did not apply, as the mineral train would very possibly not have to stop again before reaching York, and the passenger train would certainly stop at Strensall, and perhaps also at Haxby, the station between Strensall and York, the rule, further providing that a through cattle or goods train ("mineral" is omitted from this part of the rule) on a clear day or night with a good engine may be started before a passenger train which is nearly due, should the latter have to stop at all the stations.

The driver admitted having got up a speed of about 40 miles an hour when half way between Flaxton and Strensall, and stated that he shut off steam just before catching sight of the Strensall distant signal (visible 400 yards off), which was at danger; that his tender breaks were at once applied; that on catching sight of the van of the mineral train (visible for 600 yards) he whistled for the guards breaks; but that, finding the speed not much reduced, he reversed his engine and put steam against it on passing the distant signal post (400 yards from the van), his fireman at the same time applying sand to both rails; that the speed was by these appliances reduced to from 10 to 13 miles an hour upon the collision taking place. The driver and fireman both stuck to the engine, and were neither of them hurt. The guard, who had jumped out of his van on the near side, was found by the fireman lying on the bank, with his shoulder blade broken. The fireman found the guard's break pretty hard on. The right buffer-casting of the passenger engine was broken, also the buffer between the engine and tender, and there was other slight damage, but nothing left the rails in this

train, which shortly after went on into York, drawn by its own engine.

In the mineral train the consequences of the collision were far more serious. The van and the last waggon were knocked into and upon the last waggon but one, the last waggon but two not being injured. Three other waggons, about 12 from the end, were off the road. The guard, who had been up by the engine assisting in the shunting, on getting back to his van found one of the cattle dealers lying among its wreck injured in the head. He did not speak, and died in five or ten minutes. He was about 63 years old, and seemed an active man for his age. One of the other dealers told the guard that he and the deceased were in the loft of the van when they heard the passenger train coming, that the latter went out of the loft before him, but somehow did not get out of the van in time. All the other persons who had been in the van escaped before the collision, and were none of them injured.

The occurrence of this accident is due primarily to the driver of the passenger train running at such a speed as put it out of his power to stop his train, not merely at the distant signal post (as he ought to have been able to do, according to rule 118) but at an obstruction 400 yards past it. I think it very doubtful whether, in the present instance, the speed being so high when the collision occurred, the train would not have considerably overrun the station had no impediment been in the way. The driver pleaded in excuse that he could not have kept his time if he had run at only such a speed as to have enabled him to pull up, if necessary, at a distant signal visible for only 400 yards, as he is allowed only 32 minutes to run the 14 miles between Malton and Strensall, with two certain stoppages, and perhaps six. I could not ascertain, however, that he had ever reported this fact to his superior officer, though he was well acquainted with the road.

The conduct of the porter (acting as station-master) at Strensall is much to be blamed for having stopped the mineral train only two minutes before the passenger train was due, merely for the purpose of ensuring three prize pigs not being late for their show.

The Flaxton station-master also showed considerable want of judgment in first stopping the mineral train at a time which involved a considerable detention, and in thus placing himself in the awkward dilemma of either despatching it only two or three minutes before the passenger train was due, or of detaining it until the latter and another train had passed, requiring a shunting operation on the down line at about the time the express from York would be due; and then, having stopped the mineral train, in not having warned the driver of the passenger train of the other train being in front of him.

The occurrence of this accident points to the necessity of increased siding accommodation along this section of the North-Eastern Railway. If there were what are called on some railways "refuge sidings," where space is always kept clear for the reception of long mineral or goods trains likely to be overtaken by passenger trains, the decision of such delicate questions as arose in this case would be far more easily arrived at.

The position of the up distant signal is no doubt very faulty, and the superintendent of the line has promised to have it altered, so that a much better view of it may be obtained. This is the third accident which has happened on this section of the North-Eastern line in broad daylight within the last two years, in each of which the faulty positions of the distant signals have had more or less to do with the cause of the accident, and in each case the company has seen the importance of altering the position of the signal after the collision has occurred. The last accident occurred at Castle Howard on the 6th July last, and was reported on by Captain Tyler. It would be, I think, greatly to the company's interest and to the advantage of the public if a thorough inspection of the distant signals on this line (and on any other

parts of the system where there is reason to doubt their efficiency) were now made, and such improvements effected as might seem necessary.

Another cause contributing to this accident was insufficient break power in the passenger train, there being only one available break van to 13 vehicles, instead of one to every three or four, as laid down by the Board of Trade in No. 3. of the precautions recommended in the working of railways. Attention to No. 8. of these precautions, viz., that a suitable vehicle near the front of the train should be provided for drovers travelling in cattle trains, would probably have averted the fatal results of the accident.

A copy of the above report was sent to the company on the 30th October 1869.

But, far beyond all these minor causes, the occurrence of this accident is to be attributed to the want of the means of preserving an absolute interval of space between following trains, by the adoption of a good system of block telegraph working; and I take advantage of this opportunity of again drawing the earnest attention of railway directors and managers to this highly important subject.

I have, &c.

C. S. HUTCHINSON,
Lieut.-Col., R.E.

*The Secretary,
Railway Department,
Board of Trade.*

NORTH-EASTERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 30th November 1869.*

SIR,

IN compliance with the instructions contained in your minute of the 26th ult., I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances attending the collision which occurred on the 22nd ult., near Hunwick station on the Bishop Auckland branch of the North-Eastern Railway, between a passenger train and some runaway coal trucks.

I regret to state that the driver and fireman of the engine of the passenger train were killed on the spot, and 26 passengers more or less injured, though none, it is hoped, very seriously so.

On Friday, the 22nd ult., at 5.15 p.m., a train of empty coal waggons arrived at Brancepeth Colliery siding from Tyne Dock, the engine having to leave the empty waggons and return to Tyne Dock with a train of loaded ones. The driver and guard of the train had frequently been engaged upon the same duty previously, but the fireman, who had only recently been employed with mineral engines, had never been at Brancepeth Colliery before the present evening.

This colliery is situated between Brancepeth and Williton stations on the line between Durham and Bishop Auckland, which is double. The colliery sidings lie on the northern side of the railway, and have two connexions (by means of falling points about 400 yards apart,) with the down main line (i. e. the line running east from Bishop Auckland to Durham), that on the east or Durham side being the one connected with the present accident. A long siding, called "the Independent," lies immediately to the north of the down line, and is entered by a pair of points on the main colliery line about 25 yards from its junction with the main down line. There are also several other sidings to the north of the "Independent," all entered in the same way; but empty waggons are deposited, and full trains made up previous to starting, only on the "Independent," though from the short distance between the points on the main line and its entrance, an engine in making up its train has to draw out on the main down line each time it requires to put back waggons into the "Independent."

This east point of connexion of the colliery and main down line is situated near the top of a gradient falling towards Bishop Auckland at 1 in 132; this continues for about 900 yards, when it changes for 1,000 yards to a still descending gradient of 1 in 101½, Williton station being situated in the centre of this incline. There then occur 450 yards of level; next about 700 yards of 1 in 101½ and 900 yards of 1 in 330 still descending; the line then commences to rise at 1 in 220 (Hunwick station being situated about 500 yards up this first ascent), and continues to do so up to Bishop Auckland.

The colliery is provided with the usual signals, and a signalman is stationed at each of the junctions

with the main line; but the levers working the various switches are not concentrated, nor are they interlocked with the signals.

As soon as the empty coal waggons which had arrived from Tyne Dock had been deposited in the "Independent," with the van at the east (or Durham) end of them ready to receive the loaded waggons, the engine driver took in coal and water, and then commenced to make up his train. First five waggons were taken out by the engine through the main line points, and put back through the "Independent" points against the van. I could not ascertain who held the respective points for this first operation, except that it was *not the fireman*. Some shunting and weighing then took place in the sidings, and the driver then came out on the main line with 18 loaded waggons. The 12 hindmost of these were to be put back into the "Independent" in front of the previous five, and the remaining six were to be returned into the colliery as not forming part of the train now being made up. To perform this operation the guard told the fireman and signalman to come and hold the points, as he had one shunt to make; the signalman accordingly came to those leading from the colliery line to the "Independent," and the fireman to the main line points, the normal position of the latter being right for the main line, and they consequently requiring to be held over for backing anything into the colliery. It was now about 6 o'clock and quite dark, and the fireman (as before stated, a stranger to the place,) appears to have become confused and to have got it into his head that the train was being made up upon the main line (a frequent practice in many cases), and that the shunt spoken of by the guard was to be effected at the points he was holding. When the 12 loaded waggons had therefore been unhooked by the guard and sent back (no doubt with more or less of a kick) by the engine, the fireman committed the fatal error of keeping the points held right for the main line, and thus allowed these waggons to run away down the falling gradient. He then reversed the points, and turned the rest of the waggons and the engine into the colliery. The signalman was the first to perceive the mistake, and shouted to the fireman, who at once set off in pursuit of the waggons, but was unable to overtake them. The driver and guard also started on the engine as soon as they had got it detached from the waggons and had crossed to the up road; they hoped to head the waggons and then turn them through some crossing on to the proper road. This they might perhaps have done, but having been checked by a danger signal at Williton station, they overtook the waggons only just as they had come into collision, about 400 yards east of Hunwick station, with a passenger train from Bishop Auckland that had left it 5 minutes previously.

This train, consisting of an engine and tender, a break van without guard, 2 composite carriages, 1 second class, 2 third class and a break van with a guard, had started from Bishop Auckland at 6.10 p.m.

(correct time) for Durham. It had left Hunwick, the next station, at 6.15 p.m., about 400 yards east of which the engine came into collision with the run-away trucks. The engine was at once thrown over on its right side, and was found lying across the six feet, fouling the up road to Bishop Auckland. The driver and fireman were extracted from underneath the engine quite dead, and had probably been in the act of jumping off, as it turned over. Twenty-six passengers were more or less injured, though no bones were broken. The damage to the rolling stock consisted in the engine having both its buffer beams broken, both frame plates bent down in front, and the driving axle bent; in some glass being broken in one carriage and some bolts in another; and in the front van having a panel broken; the wood work of two coal waggons was broken to pieces.

The waggons had been observed in their downward course both at Williton station and Rough Lea Colliery siding, though too late at either place to enable means to be taken to turn them through the crossings on to the proper road. Had the point levers been concentrated at these places it might have been otherwise. The station-master at Williton immediately telegraphed to Bishop Auckland to stop the passenger train if it had not already started, but was informed that it had been gone some minutes. There is no telegraphic communication between Williton and Hunwick, and none at all from Brancepeth Colliery.

The immediate causes of this accident are to be attributed to the mistake of the fireman of the mineral train in holding open points which he ought to have

kept closed, and thus allowing waggons to escape down the main line, and also to the dangerous practice of a species of fly shunting at the top of an incline.

But the *true* cause is rather to be found in the absence of arrangements which, if existing, would go far to prevent the occurrence of accidents of this description. These arrangements consist in: 1st, the concentration of the point levers near the signalman's cabin, so that they may be under the undivided control of one man well acquainted with the working of the colliery; 2nd, the provision of sufficient siding accommodation to obviate the necessity for using the main line at all in the making up of trains. In the present case the addition of about 20 yards of siding to join the "Independent" to an existing siding on the east of it would accomplish what is necessary. Now that this accident has happened the company will no doubt carry out these improvements at Brancepeth Colliery. It would it be wiser policy if they would also set vigorously about the improvement of the many similar dangerous points that must exist upon their system, instead of waiting for accidents to demonstrate the necessity for so doing.

The putting of a catch siding on the down line near to and below Williton station (itself on an inclination of 1 in 101½) would be a considerable safeguard against danger arising from anything breaking away, either at Brancepeth Colliery or Williton station, and I recommend one being put in.

I have, &c.,

*The Secretary,
Railway Department,
Board of Trade.*

C. S. HUTCHINSON,
Lieut.-Col. R.E.

A copy of the above report was sent to the company on the 5th January 1870.

NORTH-EASTERN RAILWAY.

SIR,

Filey, 8th Jan. 1870.

IN compliance with the instructions contained in your minute of the 29th November, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 24th of that month at the Filey station on the North-eastern Railway.

There are at the passenger station at Filey two platforms, with two lines of rails between them. There are sidings at both ends of the station, but it is only necessary to refer in this case to the south end of it. At that end there is a cross-over road, immediately to the south of the platforms. About 100 yards to the south of the platforms, there are points connecting the east or up line with a siding used principally for loading or unloading horses and carriages; and about 87 yards further from the platforms, there are other points connecting the same line with two sidings used for coal depôts, and running up a steep gradient to a level of about 10 feet above the passenger lines.

The approach to the Filey station is on a sharp curve, and on a rising gradient of 1 in 124 for a distance of 725 yards, the line being level for half a mile further to the southward. The station is protected, as far as the down or west line is concerned, by a platform-signal at the south end of the platform, and a distant-signal 550 yards from it. The latter signal is visible to an approaching engine-driver about 25 yards after he passes under a bridge over the line, which is 1,140 yards from the platforms; but as the curve extends to this bridge over the line, it is difficult in any case for a driver to determine, when he first comes in sight of the station, on which line of rails any vehicles or any train which he sees in front of him may be standing.

The 12.35 p.m. passenger train from Hull to Scarborough left the former station punctually on the day in question, consisting of an engine and

tender, five carriages, a fish waggon, and two break-vans. It having been the day after Martinmas, when the servants in the neighbourhood travel who are changing places, the train was six minutes late from Bridlington, and approached Filey about nine minutes late, or about 3.2 p.m.. The engine-driver, who was in the habit of running down the incline from Hunmanby at considerable speed, appears to have passed the bridge over the line, 1,140 yards from the Filey station, at a speed of 40 miles an hour, and to have found, after passing under that bridge, that the distant-signal was at danger. I have not had an opportunity of examining this engine driver, who appeared to give evidence in a state unfit for examination; but I learn from his fireman that he shut off his steam at the bridge, and whistled for the breaks as soon as he came in sight of the distant-signal. The tender break was then applied, as well as the guard's break, and in passing the distant-signal the engine was reversed, steam was turned on, and the sand pipes were set going. The speed was thus reduced from 40 to about 10 miles an hour before the engine of the passenger train came into collision with the van and part of a coal train, 360 yards within the distant signal.

The engine was not damaged, excepting that the left leading buffer was knocked off. Three of the passenger carriages became uncoupled, but neither the engine, nor the tender, nor any of the vehicles in the passenger train, were thrown off the rails or damaged. Out of about 150 passengers, 15 have complained of injury.

The coal train which was thus standing on the down line in the way of the passenger train, was one running only "when required," or about twice a week, between York and Bridlington. It left Bridlington at 1.5, an hour and a quarter late, in consequence of delay in tipping coal waggons and shunting goods waggons. After stopping at Marton and at Hunmanby, it left the latter station (three miles from Filey) for Filey about 2.15 p.m., consisting of

an engine and tender, with eight empty waggons in front of, and 18 empty and three loaded waggons and a van behind them. It reached Filey about 2.30 p.m.; and leaving 16 waggons and a van standing together on the down line, and five others in advance, by themselves, on the same line, the engine-driver went across, with three waggons before and five behind him, to the up line, and from that line to the coal depôt sidings already referred to, from which he had to fetch four more waggons. The waggons over the coal depôts were not near enough for the engine to reach them, and they had to be "pinched" down towards it; and after a full waggon had been shunted off, the empty waggons had been brought down, and the whole of the waggons had been placed behind the engine, the engine-driver returned through the station, and over a second cross-over road, to the down line, and pushed the waggons he brought with him towards the others, which he had left standing on the down line, so as to make his train almost complete, ready for coupling. Seeing that the station porter began to fasten up the doors of two of the waggons, he stopped, however, at the water crane at the north end of the down platform, to fill up his tank, (which he need not have done,) while the doors were being fastened up. He had finished taking water, and was waiting for the doors of the waggons to be fastened up, when the passenger train came into collision, as above described, with the van and 16 waggons which formed the hindmost portion of the coal train.

The van and two of the waggons were thrown off the rails, but only the van and one waggon were damaged; and the powerful break at the end of the coal train having been *on*, that train was not pushed forward more than a few feet by the force of the collision.

In obedience to the printed rules of the company, the down line at the station should have been "kept clear, if possible, 10 minutes before" the passenger train was due; and as the passenger train was nine minutes late, the coal train was thus allowed to stand on the down main line 19 minutes longer than it ought to have done, and the coal train, instead of remaining on the down line, might have been shunted, immediately on its arrival, to the up line, on which there was no train due for half an hour, and might there, equally well, and out of the way of the down passenger train, have been marshalled and prepared for its departure.

The station-master, who has been at Filey for the last 10 years, and who learnt by telegraph that the passenger train was five minutes late in leaving Bridlington, asserts positively that he ordered the engine-driver and guard of the coal train to get out of the way of the passenger train, five minutes before the passenger train was due, or actually (as it would thus have been) 14 minutes before its arrival; and his statement as to such warning having been given is corroborated by the foreman-porter and the porter at the station. The foreman-porter further states that he ordered the guard of the coal train to shunt out of the way of the passenger train, and the porter that he told the guard that the passenger train was due. But the servants of the company in charge of the train all concur in denying in an equally positive manner either that any such warnings were given to them, or that they have any recollection of them. That the coal train should thus have remained on the down main line, not only until the passenger train was due, but until it was nine minutes over-due, and that this should have occurred without any necessity for the obstruction, is discreditable to all concerned. The servants of the company with the train ought to have removed it from the down line, without being ordered to do so; and the station-master and his foreman-porter and porter, ought to have done more towards causing its removal, instead of leaving even the doors of one of the waggons *down*, up to the time of the collision.

But this obstruction of the down line is no excuse for the driver of the passenger train, who found the distant-signal at danger, and who either approached it at an incautious speed, or else neglected to pull up in time, though he had a clear warning, from his first view of the distant-signal to the point of collision, of 900 yards, and a rising gradient of 1 in 124 for 536 yards of that distance, in his favour. This man appears to have been drinking since the 1st January 1870, and has now been dismissed from the service of the company.

I understand that the practice of running waggons in front of the goods engines from Hunmanby, brought to light in the investigations with regard to this accident, has been forbidden and put a stop to.

I have, &c.,

H. W. TYLER.

*The Secretary,
Railway Department,
Board of Trade.*

A copy of the above report was sent to the company on the 22nd January 1870.

NORTH-EASTERN RAILWAY.

SIR,

York, 8th Jan. 1870.

IN compliance with the instructions contained in your minute of the 3d instant, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 28th December 1869 near the Dalton Junction on the North-Eastern Railway.

The night mail train from Scotland to London left Newcastle punctually at 7.8 on the evening in question, consisting of an engine and tender, five carriages, two post offices, and two break-vans. It stopped in due course at Leamside, Ferry Hill, and Darlington, and left Darlington at 8.25, six minutes late. After running about $4\frac{1}{2}$ miles, and while travelling at a speed of 40 miles an hour, the engine-driver felt, in approaching the Dalton Road Bridge, a sudden shock at the "back end of his engine;" and on looking round, he saw fire flying from the tender. He shut his steam off, but the fireman was unable to apply the tender break, because the step on which he would have mounted to reach the break-handle was broken, and knocked off the tender. The engine-driver kept his

whistle open, after whistling for the guard's breaks, but he did not reverse his engine, under the natural and proper idea that if he had done so his train would have run forward upon him, and greater risk would have been incurred. The train came gradually to a stand at 220 yards from the spot where the engine-driver first discovered that there was something wrong with his tender. As soon as it had stopped, the engine-driver, finding both lines were blocked, sent his fireman forward to Dalton Junction, about a mile and a quarter in advance, to stop down trains, and to telegraph the news of the accident, while the guard went back about the same distance to Croft, to stop up trains, and to telegraph also for assistance.

The engine was found, after the accident, to be on the line, with all its six wheels, and uninjured. The tender, which was a six-wheeled tender, had lost its leading wheels, axle, and axle-boxes, but the other four wheels remained under it, though they were off the rails, a few inches, to the right. The first break-van next behind the tender was off the rails to the right, with all its wheels under it. The second class

carriage behind the van had lost its trailing wheels, which were found to be, with their axle, broken, between the last post-office and the last break-van. The horn-plates were torn away from under this carriage with the wheels and axle. One of the post-offices also lost a pair of wheels, which lay not far behind it. All the remaining vehicles of the train were off the rails to the right, towards the down line, more or less damaged, but with their wheels under them, and standing on their wheels in the ballast. Many of the axles were bent, and the wheels marked, but the bodies of the carriages sustained comparatively little damage.

The leading axle of the tender was found in four pieces, with its wheels near the hind van, in the intermediate space between the two lines. It would appear that the fracture of this axle was the cause of the accident; and that the wheels and axles of the second-class carriage and of the post-office were torn from under them by coming in contact with the tender wheels and axle; or, perhaps, the post-office wheels and axle by striking against the wheels of the second-class carriage, after these latter had been displaced by the tender wheels and axle.

One of the passengers has complained of injury, and six clerks, who rode in the post offices, of being considerably shaken.

The permanent way, which had been renewed in 1869, was much damaged, one rail, new last May, having been fractured, six partly fractured, and others bent, while many of the chairs and sleepers were broken.

The wheels of the tender, belonging to the detached axle, were deeply indented; and they showed several symptoms of tremendous violence. They were substantial wrought-iron wheels, with tyres upwards of two inches thick. But a spoke of one of the wheels was knocked out, and the tyre of the other was fractured, while the rim was cracked through in two places. The one tyre remained in its position on the wheel, while the other was shifted, and nearly driven off the wheel, the bolts by which it was secured having given way.

The axle in these wheels was made at Gateshead, at the principal works of the North-eastern Railway Company, from Low Moor Iron; and it appears to have been of good quality. It was fractured at the

points shown in the accompanying sketch, the fracture marked A, of which a section is given, having evidently been the cause, while the other fractures were results of the accident. The fracture marked A is shown in a half sized section, the unshaded part exhibiting a flaw of considerable dimensions, which has, no doubt, been gradually increasing as the result of wear and tear, and which had at length arrived at such dimensions as to render the axle too weak for the duty which it had to perform. This flaw, having been under the boss of the wheel, was not visible from the exterior, and could only have been detected on the removal of the wheel from the axle.

The axle had run 220,000 miles in about seven years. It was of the largest size which the company have yet employed for tenders, but they are now increasing the diameter from $5\frac{1}{2}$ to $6\frac{1}{2}$ in the boss of the wheel, and from $4\frac{1}{2}$ to $4\frac{3}{4}$ in the middle, retaining the same size at the journals. The ultimate life of such axles has been found, up to the present time, not to exceed about 10 years, or 300,000 miles; and in some cases, it has, of course, been very much shorter.

The only point worthy of special observation in this case is the position on the section in which the flaw which caused the fracture, and therefore the accident, has gradually grown,—opposite to the two points at which the axle was keyed to the boss of the wheel. I have frequently observed in other cases, that this mode of keying the axles to the wheels, at two points only, and within about one quarter of the circumference, has led to a similar result; and it would appear to be better that the axle should be keyed to the wheels at three or four points of the circumference, equidistant from one another. It is right, however, to observe, that the other end of the axle, keyed in the same manner to the boss of the other wheel, does not show a similar flaw; possibly because, the boss of the wheel having been tighter upon it, there was less strain upon the keys, or because, from more or less inequality in heating, the iron at one end may have been in better condition than the iron at the other end of the axle.

I have, &c.,
H. W. TYLER.

*The Secretary,
Railway Department,
Board of Trade.*

A copy of the above report was sent to the company on the 22nd January 1870.

PRESTON AND WYRE RAILWAY.

*Board of Trade,
(Railway Department.)
Whitehall, 15th December 1869.*

SIR,

I HAVE the honor to report, for the information of the Board of Trade, in obedience to your minute of the 29th ult., the result of my inquiry into the circumstances which attended a collision that occurred on the 25th ult. between a passenger and a goods train on the Preston and Wyre Railway near Lytham Junction. Three passengers have complained of having been injured on that occasion, and the breaksman of the goods train, and the fireman and guard of the passenger train, were also hurt.

This line of railway is leased to the London and North Western and Lancashire and Yorkshire Railway Companies, and it is under the management of a joint committee; but the traffic is mostly worked by the Lancashire and Yorkshire Railway Company.

On the morning of the 25th ult. the Lancashire and Yorkshire Company's 8h. 20m. goods train left Fleetwood for Preston 5 minutes late, with 26 empty and 5 loaded trucks. It is said to have reached Poulton station, 5 miles from Fleetwood, at 8h. 45m., and to have left at 9h. 5m., having detached two loaded and taken on one loaded and 27 empty trucks, making up a total load of four loaded and 53 empty trucks.

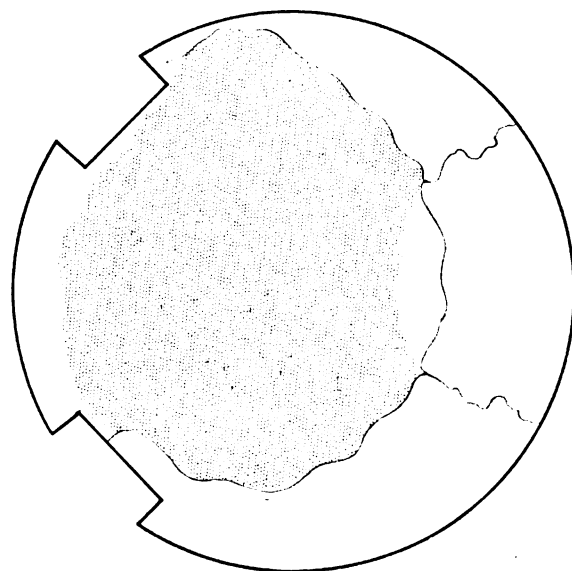
Sometimes this goods train shunts at Poulton for the 9h. 0m. a.m. passenger train from Fleetwood, sometimes at Lytham Junction, $10\frac{1}{2}$ miles from Fleetwood, and sometimes at Kirkham or Salwick; but the driver and breaksman of the goods train arranged, before they quitted Poulton, on this morning, that they would shunt at Lytham Junction. At the time they left Poulton, according to the working time tables, they were 10 minutes in advance of the appointed time at which the 9h. 0 a.m. passenger train is due to leave Poulton station. The weather is described as being dull when they left Poulton, and as they approached Lytham Junction, through a long cutting, they ran into a thick fog, so dense that the breaksman states that he could not see the length of more than two waggons, and the engine and the greater portion of the train had passed inside the Lytham Junction up distant signal, which is 606 yards outside the junction signal box, when it was overtaken and run into by the 9 a.m. passenger train.

The breaksman was in his van at the rear of the train at the time of the collision. He was injured in the head and leg, and must have had a narrow escape of losing his life. The van was thrown off the rails, and on to the side of the cutting; a covered van was broken to pieces and two other waggons were

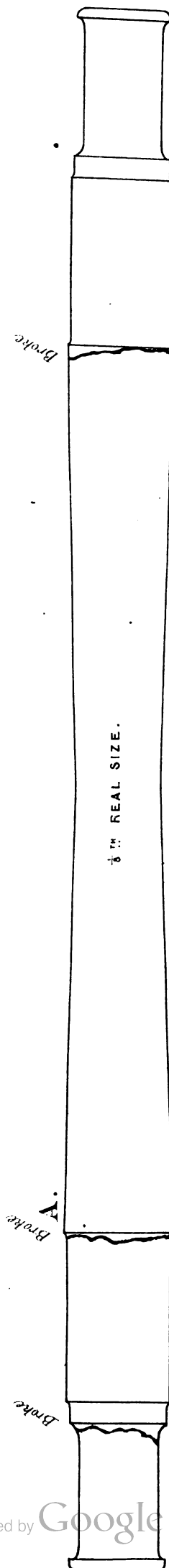
NORTH EASTERN RAILWAY

Section of Tender Axle No 161,
which broke on Tuesday December 28th with the 7.8 P.M. Mail Train South between Croft & Dalton Junction.

SECTION AT A.



HALF SIZE



also thrown off the rails. The passenger engine, and the leading wheels of the tender, were thrown off the rails. The buffer plank of the engine was broken, the buffers were knocked off, and the framing was bent up. The leading compartment of the composite carriage next to the tender was knocked in.

It is said that this goods train was travelling at the time at from 12 to 14 miles an hour, but this in all probability is somewhat in excess of the actual rate. The company's servants in charge of this train state that the collision occurred about 9h. 24m., while those in charge of the passenger train state that it happened at 9h. 29m., and I have no doubt that this was the correct time or near about it. This 9 a.m. passenger train, when it left Fleetwood at 9h. 3m., had an engine and tender and five carriages; it reached Poulton at 9h. 15m., and left at 9h. 18m., three minutes late, having taken on another carriage at that station from the Blackpool train. The breaksman of the goods train asserts that he requested the pointsman at Poulton station to caution the driver of the passenger train engine that the goods train was on the line in front, but the pointsman denies that any request of the kind was made.

The company's regulations, rule 83, prescribe, that "if a goods or mineral train should not be more than ten minutes in advance of a passenger train, it must be shunted into the nearest siding, to allow the passenger train to pass;" but a station master has discretionary powers given to him to the following effect, thus, "A light through cattle or goods train on a clear day or night, with a good engine, may be started before a passenger train which is due, should the latter have to stop at all the stations. Again, if from facts which may come to his knowledge by means of the telegraph, or otherwise, the passenger train which is due may not be expected for some time," he "will be justified in despatching the goods train; taking care, in this case, specially to warn the engineman of the passenger train, when it arrives, informing him the precise time when the goods train was despatched, and where next ordered to stop or to shunt."

A copy of the above report was sent to the Lancashire and Yorkshire and the London and North-Western Railway Companies on the 5th January 1870.

SOUTH-EASTERN RAILWAY.

*Board of Trade,
Railway Department,
Whitehall, 10th August 1869.*

SIR,

IN compliance with the instructions contained in your minute of the 30th ultimo, I have the honour to report, for the information of the Board of Trade, the result of my enquiry into the circumstances which attended the accident that occurred on the 28th ultimo on the South-Eastern Railway, at the junction of the line leading to Cannon Street station with the line leading to Charing Cross station.

Eight passengers and the guard (who was travelling in the last carriage of the train) were cut and bruised.

The points and signals at the junction in question are worked on the locking principle, and the signalman's hut, which is called the Borough Market hut, is provided with block telegraph instruments.

The train which leaves Strood at 7 p.m. stopped at London Bridge. It was telegraphed to the Borough Market hut at 8.18 p.m. on the evening in question, and the junction signal was lowered for the train to approach. It consisted of an engine and tender, a van with a guard, a 3rd, two 2nd, two 1st, two 3rd, and one 2nd, class carriage, with a break compartment and a 2nd guard. The train was coupled in the order given.

This train passed the Borough Market junction hut, which is about 20 yards west of the junction points,

In this instance a heavy goods train left Poulton at 9h. 5m. for Lytham Junction, five miles distant, with the intention of being shunted there, and the passenger train was due to leave at 9h. 15m., and the Poulton station master states that he let the goods train go because he had not received any advice (by telegraph) of the departure of the Blackpool passenger train, and he did not consider that the rule 83, which I have quoted, applied to these circumstances.

The driver of the passenger train received no caution from any one before leaving Poulton. He says that the weather was very thick after leaving Poulton, but at that time he could see about 100 yards; that he was running at the usual speed of about 20 miles an hour, and he was not above 30 yards from the goods van when he first saw it; that he reversed the engine, and whistled for the breaks. The guard of the train says that they were running at from 20 to 30 miles an hour, and that the whistle of the engine and the collision followed close upon each other, but that he had the patent breaks on five vehicles partly on, when he heard the whistle, for the purpose of stopping at Lytham Junction, and he had only time to take two turns of the break wheel when he was knocked insensible. He thinks the speed had been somewhat diminished.

I am of opinion that the Poulton station master, and, in a lesser degree, the breaksman of the goods train, are to blame in having permitted the goods train to leave at 9h. 5m., instead of shunting it at Poulton station for the passenger train to pass.

This collision could not have occurred if the traffic had been worked with the assistance of the electric telegraph on the absolute block system; and the circumstances under which it occurred are constantly recurring on all the principal lines of railway throughout the kingdom, where the traffic is not worked according to that system.

*The Secretary,
Board of Trade,
Railway Department.*

I have, &c.,
W. YOLLAND, Col.

at 8.20 p.m. The signalman put up his junction signal to danger as the train passed his hut. A lad of about 15 years of age who is employed in the hut to register the hours when trains are telegraphed to the signalman, and also to register the hours when the trains pass the hut, was standing at the end of the point of signal lever frame, looking at the train, and his hand was placed on one of the levers.

Without intending to do so, the boy released the lever, by pressing the spring. The lever, which was unlocked by the signalman putting up the junction signal, flew out of its notch, and released the points, which were moved by the vibration of the train passing over them.

The two last vehicles of the train got at the wrong side of the points, and were dragged off the rails. The front vehicle of these two struck the signal post at the angle where the boundary walls of the two lines meet, and the carriage was damaged. The front draw bar was broken, but the side chains prevented this carriage getting loose; and it did not fall over. The last carriage became detached, and fell over on its rear side, across the up and down lines which lead to Charing Cross station.

The train was running at a speed of five or six miles an hour when the accident happened. The whistle, which is attached to the engine boiler, and was connected with both the guards vans by a wire running under the train, was sounded by the last two

vehicles dragging off the rails, and the driver stopped the train at once.

The accident was caused by the thoughtlessness of the boy.

When sitting at his desk, his back is turned to the levers, but he left his desk to look at the train.

Mr. Brady of the South Eastern Railway Company has already fixed a bar to the Borough Market

junction points. This bar prevents the possibility of the points being moved while a train is passing over them.

I have, &c.,
F. H. RICH,
Lieut.-Col. R.E.

*The Secretary,
Railway Department,
Board of Trade.*

A copy of the above report was sent to the company on the 23rd August 1869.

SOUTH-EASTERN RAILWAY.

*Board of Trade,
(Railway Department),
Whitehall, 11th December 1869.*

SIR,

In compliance with the instructions contained in your minute of the 8th inst., I have the honor to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 12th November last at Charing Cross station on the South-Eastern Railway.

Two passengers are reported to have complained of being hurt, but their injuries are supposed to be slight. No bones were broken, and no passengers appear to have been cut.

On the day in question, a train, which consisted of an engine and tender, a second class carriage with a break compartment, two third, two first class saloon carriages, a break van with a guard, a second, two first, five third, and a second class carriage with a break compartment and a second guard, left Dartford for London at 10.15 p.m.

The carriages were coupled together in the order above given.

The train stopped at several stations on its way to London, and arrived at the Charing Cross signal hut at 11.24 p.m.

It was two minutes late.

The signals at the Charing Cross signal box, which are constructed on the locking principle, were all right for the train to pass. While it was proceeding at the usual speed of eight or nine miles an hour through a pair of facing points, where the line of rails which leads to the east arrival platform diverges from the line which leads to the west departure platform, the engine left the rails. The tender, and the second class break carriage next to the tender, also got off the rails. The tender break and the breaks of the carriages in which the two guards were travelling, were on at the time, as the train was about to enter the station. The engine driver immediately reversed his engine, and it came to a stand in the six-foot about 60 yards to the north of the points above referred to. The tender was also in the six-foot behind the engine, and the second class break carriage was across the east arrival road and the six-foot. The rest of the train came to a stand on the east arrival line, which was its proper road. The whole

of the vehicles of the train remained upright on their wheels, and coupled together. One rail of the permanent way was broken, and another was bent. A guard rail and seven chairs were also broken, and one longitudinal sleeper had to be taken out and renewed.

On examining the points after the accident, the connecting rod by which they were worked was found to be broken at the bend, directly under the east point. This was no doubt the cause of the accident.

It appears that about 3 p.m. on the day of the accident, a single engine came through these points in the opposite direction, before the points were opened for it to pass, and in doing so, forced them open.

The signalman on duty at the time allowed this single engine to follow close after a train that was being shunted out from the adjacent line, and he omitted to place the points in the proper direction before the single engine came on to them. The points were strained by this engine. The man whose duty it is to keep the points and signals in order came to the Charing Cross points shortly after the points had been strained, and the signalman told him that one of the points did not fit close home to the stock rail, and asked him to adjust it. He did so, by one of the adjusting screws; but the signalman did not mention the fact, that an engine had forced its way through the points from his neglecting to move them in proper time, and consequently the connecting rods were not examined as carefully as they otherwise would have been.

The place where the fracture took place was hidden from ordinary observation by being in the bend or goose neck of the connecting rod, just under the joint rail.

A partial fracture must have taken place where the single engine forced its way through the points, but the continual working from that time till 11.24 p.m. must have completed it. The points were consequently not fixed firmly in their proper position when the 11.15 p.m. train from Dartford arrived at Charing Cross signal hut; and the result was, that part of the train left the rails.

I have, &c.,
F. H. RICH,
Lieut.-Col. R.E.

*The Secretary,
Board of Trade,
Railway Department.*

A copy of the above report was sent to the company on the 5th January 1870,

R E P O R T S
OF THE
INSPECTING OFFICERS OF THE RAILWAY DEPARTMENT
TO THE BOARD OF TRADE,
UPON
CERTAIN ACCIDENTS
WHICH HAVE
OCCURRED ON RAILWAYS
During the Month of January,
1870.
(PART FIRST.)

Presented to both Houses of Parliament by Command of Her Majesty.
March 1870.



L O N D O N :
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

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CALEDONIAN RAILWAY.

*Board of Trade
(Railway Department),*

SIR, 1, Whitehall, 18th Feb. 1870.

In compliance with the instructions contained in your minute of the 4th ult., I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances attending the collision which occurred early on the morning of the 1st ult. at Forgandenny station on the Caledonian Railway.

Two passengers were killed, three had legs or arms broken, one an ear nearly cut off, three were seriously injured, and four others slightly so; one of the guards was also injured in the eye.

Forgandenny is an ordinary road side station next to and on the south of Perth, from which it is distant about four miles. Next to it on the south, and three miles distant, is Fort Teviot. Forgandenny is provided with home and distant signals, the down distant signal being about 380 yards from the down home signal, which latter is at the south end of the down platform. The line is perfectly straight for more than a mile south of Forgandenny, being level in the immediate neighbourhood of the station; it then rises southward for 20 chains at 1 in 916, and is then again level for 55 chains further south; there is thus a long uninterrupted view of the down distant signal, and also, through the arch of an overbridge close to it, of anything standing at the station. As soon as the last down stopping passenger train (which on the 31st Dec. was due at Forgandenny at 8.54 p.m.), had left the station, it was customary to close it for the night, as no other up or down train had to stop there after it. The work of the station was performed by a station master, 62 years of age, who had been there for about 20 years, and by a porter who had been employed as such for about three months, having previously been a surfaceman (or platelayer) in the neighbourhood of Forgandenny for eighteen months, and before this again a ploughman. The station master's son (about 15 years of age) appears to have occasionally assisted his father. The porter's hours of duty were very long, his work commencing during winter in the morning at half-past 4, and continuing till the station was closed at night at about 9, as before stated. But though the hours were long the duty was not severe, as only two up goods and four up passenger trains, and the same number of down trains, or twelve in all, stopped at the station during the twenty-four hours.

On the evening of the 31st December (a great holiday in Scotland) the station master (McCurragh) at Forgandenny left the station, without leave, at about half-past 7, in charge of the porter (Baynes), a surfaceman being instructed to lend Baynes a hand in case of need. Owing to the number of people travelling, the trains from the south were very heavy and very late. At about 8 p.m. the first portion of a train from Edinburgh and Glasgow to Perth (which was usually united at Larbert, and despatched thence as one train), reached Forgandenny nearly an hour and a half late. Baynes assisted in getting the passengers out, and was informed by the guard that another portion of the train was to follow, which it did shortly after. Baynes stated that without this information from the guard he should have noticed nothing in the first part of the train itself to intimate that it was not complete. By No. 43 of the Caledonian Railway Company's rules it is provided that, "a green tail lamp, in addition to the red tail lamp by night, hung at the rear of an engine or train, denotes that an extra or special train is to follow." In consequence, however, of the only green lamp provided for this purpose at Larbert having been sent north two days previously, and not having been returned, the Larbert station master had had an extra red lamp put on the tail of the train

instead of a green one; this being in accordance with the Caledonian Company's rule for working over foreign lines, and in accordance with general custom.

At 10.15 p.m. another train from the south arrived at Forgandenny, an hour and twenty minutes late. It was attended to by Baynes, who went to the rear of the train, and by the surfaceman and station master's son, who went to the front of it. Baynes received two parcels from the guard in the rear van, but stated that he had no conversation with him till the train was in motion, when he asked him if "that was all that was of it for the night," to which he got or heard no answer; that he then looked at the tail of the train to see if there was a signal for anything to follow, but seeing nothing but red lamps and no green one, concluded that there was nothing more to come; that he had heard nothing from either the surfaceman or the station master's son about there being no front van or front guard (which might have led him to infer that the train, not being made up as usual, was therefore not complete); that soon after this, as there were no more trains due to stop at the station, he, in accordance with the usual practice, locked the doors, put out the signal and other lamps, and went to bed at his house (near the station), where soon after midnight he was aroused with the intelligence of the accident.

The train just alluded to was the Edinburgh portion of one for the north, which was usually united at Larbert with another portion from Queen Street station, Glasgow, whence it was despatched northward as one train. It had left Edinburgh 20 minutes late, consisting of engine and tender, 3 third-class, 1 composite, 1 first-class, a guard's van, and 1 third-class carriage, coupled in the order stated. The train reached Larbert at 8.5, 50 minutes late, having lost time on the road from the quantity of passengers. The Larbert station master having ascertained by telegraph that the Glasgow portion of the train had not yet reached Greenhill, determined to send the Edinburgh portion on by itself, and the green tail-lamp being still absent, had an extra red lamp attached to the off side of the last carriage, the lights at the tail of the train then consisting of two side lamps (showing red to the rear) on the sides of the van (the last vehicle but one), and two red tail-lamps on the back of the third-class carriage, the last vehicle. With the lamps thus arranged it might well have happened that to a person (as in the case of the Forgandenny porter, Baynes) standing on a down platform, the off side light would not have been seen, and that the extra red tail-lamp put on to denote "train following" might have appeared the usual off-side light. The guard of the train (Peter Matthews, of 22 years' service), was duly informed by the stationmaster at Larbert that his train was to go on as a special one, but had not been told by him to give notice at the various stations of train following; he also knew that his train had not on the proper green tail-lamp, but only an extra red one. The train left Larbert at 8.10, took on three more carriages, next the tender, at Stirling, and so proceeded on its journey, losing time at the various stations, and reaching Forgandenny, as before mentioned, 80 minutes late. Matthews stated that he gave notice at five stations out of eleven that the Glasgow portion of the train would follow, and that he either had not time or did not remember to do so at the other six (including Forgandenny). He denied hearing Baynes' question if "that was all that was of it for the night," but said that Baynes remarked, "You're here the night yoursell, Peter," (meaning that he was the only guard with the train, there being usually two,) to which Matthews answered, "Yes;" concluding, he said, by this remark, that Baynes knew that the whole of the train was not there. This version of the story was, on the other hand, stoutly

denied by Baynes, who adhered to his original statement.

The Glasgow portion of the train to the north, which would under ordinary circumstances have been united with the Edinburgh portion at Larbert, was due to leave Queen Street station, Glasgow, at 6.20 p.m. In consequence, however, of the very heavy traffic, and the supply of carriages having begun to run short, this train, consisting of a Caledonian engine and tender, Caledonian break van with Caledonian guard, 18 carriages of sorts partly Caledonian, but principally North British (some of it old stock, but seldom used,) and a Caledonian rear break van with a North British guard, was despatched to Cowlares (the station at the top of the steep incline of 1 in 42 leading to it from Queen Street station,) at 7 p.m., the head guard, receiving instructions to remain there until an additional portion of the train could be made up and sent to join it. This additional portion, consisting of fourteen North British carriages, of sorts, was despatched from Queen Street at 7.56. At Cowlares these fourteen carriages were placed between the front van and the 18 carriages already there, and a 2nd Caledonian engine was attached to the front of the train, which finally left Cowlares at 8.15 (about 1½ hours late) consisting of two engines and tenders, a front break van, 32 carriages, and a rear break van. All went right as far as Larbert which was left at 9.28, 2 hours 13 minutes late. In starting from Stirling ticket platform a link of a coupling chain near the centre of the train broke, and the replacement of this, and the putting off the 8 front carriages (which were no longer required), caused further time to be lost, and Stirling was not left till 10.18, or 2 hours 33 minutes late, the train now consisting of only 24 carriages, with engines and break vans as before. In starting from Greenloaning, the 4th station north of Stirling, the coupling of another (North British) carriage near the centre of the train gave way, and this carriage had to be taken off and left behind, a further detention being thus occasioned, and the train being now 2 hours 47 minutes late. (I may observe here that the Greenloaning station master had not noticed the extra red lamp on the tail of the Edinburgh portion of the train, but having been informed by one of his porters that there was no front van, he concluded there was something unusual, and having ascertained by telegraph from another station the state of affairs, kept his station, which would otherwise have been closed, open.) At Fort Teviot, the 5th station north of Greenloaning, the couplings, on starting, again broke in two places at the 7th and 11th carriages from the front; in consequence, the 7th carriage had to be removed, and Fort Teviot was left at 11.54, 3 hours 7 minutes late. (It appears that at this station, where, as at Forgardenny, the station master was absent without leave, the porter in charge had observed the extra red lamp on the tail of the Edinburgh portion of the train, and had therefore not put out the signal and platform lamps. He states that after the Glasgow portion of the train had started he put both his down main and down distant signal to danger for 5 minutes, and then his down main signal to caution, and that he was just going to cross the line to take it off at the expiration of a 2nd 5 minutes when the mail train passed.)

Forgardenny station (the next north of Fort Teviot) was reached at 12 o'clock. The station was in darkness, and no one there. Only two passengers had to alight and the train had just started again, after about a minute's detention, when the rear guard gave a signal that something was wrong. The front of the train, which had not moved forward above two carriage lengths, was immediately stopped, and it was found on examination that another coupling had given way towards the rear centre of the train. The rear guard then jumped into the 4-foot in the interval between the two parts of the train, to be ready to attach the spare coupling chain as soon as the engines had set back. He was just com-

pleting this operation when he heard a long whistle from an approaching engine, jumped up on the platform, seized his lamp, with the idea of waving his train forward, but before he had time to do so the collision had occurred, the hour being 4 or 5 minutes past 12. The driver of the train engine corroborates this guard's statement, except as to his having set back, for doing which he was waiting, he states, for a signal when the collision took place. On the head guard running back to ascertain where the coupling had given way, he saw the engine of the approaching train, which had at that time not passed through a bridge 390 yards south of the south end of the platform. He ran to the tail of the train, giving the approaching driver a red light, and continued there till just before the collision, when he moved away, but was struck in the eye by a splinter of the rear van, and knocked down.

The train which ran into the one standing at Forgardenny station was the mail to the north (made up of portions from Edinburgh, Glasgow, and London), due to leave Stirling at 10.17. In consequence of the crowds of passengers, and short supply of carriages, the Glasgow portion did not leave Queen Street station till 9.52, 52 minutes late. Further time was lost on the road, and the united train left Stirling at 11.20, 63 minutes late, consisting of engine and tender, 2 composite carriages, break van, 2 composite carriages, 1 third class, post office van, break van, 1 composite carriage, 1 third class and a break van; 11 vehicles in all. The train was not timed to stop between Stirling and Perth ticket platform, being allowed 63 minutes for running 33 miles, including the stoppage at the ticket platform, and also for detaching the pilot engine which helps most trains up the incline between Stirling and Kinbuck. The driver of the train was an experienced man of 19 years' service; his engine was a single one, with 6 feet driving wheels, and four wheeled tender, with the break blocks in good order; there was no self-acting sand apparatus on the foot plate, but the engine was to have gone into the shops for its application on the following day. All went right as far as Fort Teviot station, where the driver stated that he saw the down distant signal burning dimly, showing a white light, and that the station signal was all but out, but was found to be showing *white* on closely approaching it. He also stated that he saw no one at the station, though he looked about. (It will be remembered that these statements of the driver are contradictory to those of the Fort Teviot porter, who declared that the station signal was at caution when the mail train passed, and that he was then on the platform with his lamp in his hand.) The driver estimated his speed on approaching Forgardenny at 40 miles an hour. As the gradients were in his favour, and as he appeared to have been making up time, it was probably greater than this, especially when taking into consideration the long distance he had by his own acknowledgment to pull up in after seeing the obstruction. He stated, "when the best part of ¾ of a mile from Forgardenny, I caught sight of the tail lights of a train; these did not at first come distinctly into sight, but seemed obscured by smoke or vapour between them and me in the cutting. On first distinguishing them, I gave the break whistles repeatedly, had the tender break applied, shut off steam, reversed the engine, and put on back steam. This had all been done, and the driving wheels had skidded, before the distant signal (380 yards from the van) was reached. The speed was, I think, reduced to about 14 miles an hour when we struck the van." He attributes the failure of the endeavours to stop the train to the slippery state of the rails, and to the lightness of the tender, its journey being nearly finished. He cannot say whether the guards' breaks were applied or not. The head guard at the rear of the train states that he heard the break whistle, and got his break applied before reaching the distant signal. The front break van had no guard in it, but in the middle van, in which there were two guards and a conductor, it

is stated that the breaks were applied in good time. These statements of the guards are hardly consistent with the large remaining speed on collision, estimated by the head guard at from 15 to 20 miles an hour.

The effect upon the mail train was but slight. The driver and fireman both remained on the engine, which came to a stand in 3 or 4 carriage lengths after striking the van, and were neither of them injured. Nothing left the road in this train, and there was no serious injury inflicted either on passengers or rolling stock. The repairs to the engine will not, it is stated, cost more than 10*l*.

Far different was unhappily the state of the case with the other train. The only vehicles that escaped without injury were (numbering from the front) the 4th, 9th, 11th and 18th (North British stock), and 17th and 19th (Caledonian stock). Axle-boxes and horn-plate bolts were broken, or there was other slight damage to buffers and panelling, in Nos. 3, 5, 6, 7, 8, and 20, (North British stock), and in Nos. 1, 21, and 22 (Caledonian stock). No. 2 had its front panel broken in, and side panels injured and both front buffers broken. No. 10 lost its wheels, and had its side framing broken. No. 12 (in which a man was killed) had its rear panel knocked in by No. 13. No. 13 had its framing much damaged and body broken up; the framing showed signs of decay. No. 14, framing much damaged, body broken up. No. 15, rear panel knocked in, one buffer gone, front framing damaged (wood decayed). Nos. 2, 10, 12, 13, 14 and 15, were North British stock. Of the remainder (Caledonian stock), No. 16 had its front panel knocked in, No. 23 had its wheels knocked from under it by the framing of the rear van, upon which the body of No. 23 was left. No. 24 (the rear van, nearly new,) had its body knocked to pieces.

The other death is supposed to have occurred as the man was in the act of jumping out. The collision was hardly felt upon the engines, which were moved forward a few yards.

The *immediate* cause of this accident is to be attributed to the absence of signals to protect the Glasgow train while detained at Forgandenny station. The absence of the signals is to be referred, 1st to the want of a green tail lamp at Larbert station for carrying out the provisions of rule 43 as to the mode of denoting "train to follow." With regard to this I have to remark, that the rule seems to be an excellent one; but that the supply of only one green lamp to a station like Larbert, where, especially on holidays, it must frequently happen that more than one special train has to be despatched north, seems most inadequate.

2nd, to the negligence of the guard Matthews, in not warning all stations that there was a train to follow, though knowing that the proper Caledonian "train following" signal lamp was not on. (I think also the Larbert station master should have reminded Matthews of the necessity of warning all stations, and should have instructed him to try and get a green lamp at some other station.)

3rd, to the absence without leave of the Forgandenny station master. Had he (instead of an inexperienced porter) been on duty when Matthews' train arrived at Forgandenny, he would have been almost certain to have noticed the fact of there being no front van and guard, and then have assured himself (by observing the number of tail lights, or by inquiry) that there was something still to follow.

The absence of lights at Forgandenny must no doubt have taken the head guard of the Glasgow train by surprise, and no blame would have attached to him for not having sent or gone back to protect his

train, had it been at once able to start; but on finding that a coupling had given way, and seeing and hearing the mail approach, he ought to have run back further than the tail of his train, and so, perhaps, have been the means of giving some additional warning.

Of other causes which conspired to produce this accident, one must be considered the impolicy of running such huge trains (especially when partly composed of rolling stock of an inferior and worn description,) as that which left Cowlairston on the evening of the 31st. Great strains are thus brought to bear on the couplings, and from the necessity of using two engines there is a difficulty in avoiding jerks at starting. It is true that none of the couplings gave way in the passage of either of the two portions of the train (with heavy break trucks attached to their tail) up the incline of 1 in 41 leading from Queen Street to Cowlairston, nor on the journey hence as far as Stirling; but they may have very probably been strained, and so have more readily broken in the several instances before mentioned, thus causing the detentions which finally led to the train being overtaken by the mail. The want of break power with the train was very inadequate (only 2 break vans to 32 vehicles at first, and afterwards to 24), and might have led to serious consequences.

The cause of the employment of the inferior rolling stock above referred to, is, I fear, in a great measure to be attributed to the competition between the Caledonian and North British Companies for traffic to the north which commenced on the 1st January last. In former years it had been the practice on great holidays for the North British Company to borrow from the Caledonian Company some 50 carriages. On the present occasion the number asked for was (for certain reasons connected with the competition about to commence) limited to 20, the application being made only to the Caledonian superintendent at Perth. Here it appears there were none to spare, and by some accident the application was not forwarded on to Glasgow, whence they could have been furnished. Not, therefore, obtaining the aid on which he had reckoned, the North British superintendent was obliged to fall back upon stock which he would not otherwise have used.

I think it is very doubtful whether a caution signal was exhibited at Fort Teviot station during the 2nd five minutes after the departure of the Glasgow train; at any rate the signal was dim, and the porter should have given the driver a hand lamp signal.

The arrangements at Forgandenny station do not appear satisfactory. A porter who is on duty day after day from about half past four in the morning till nine or ten at night, though his work during these hours may not be severe, can hardly have his faculties fully alive at the day's end. If the importance of the station does not warrant the expense of keeping a larger staff, than a station master and one porter, it would seem only wise to employ there a younger station master (than one 62 years of age), and an experienced porter; and so to divide the duty, that the porter may have a less number of hours of it than he appears to have had hitherto.

I should recommend the removal of the Forgandenny down distant signal to about double its present distance from the station.

I have, &c.,

*The Secretary,
Railway Department,
Board of Trade.*

C. S. HUTCHINSON,
Lieut.-Col. R.E.

A copy was sent to the Caledonian Railway Company on the 8th March, and to the North British Railway Company on the 16th March.

CALEDONIAN RAILWAY.

*Board of Trade
(Railway Department),*

SIR, 1, Whitehall, S.W., 21st Feb. 1870.

IN compliance with the instructions contained in your minute of the 10th ult., I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances attending a collision between a passenger train and a mineral train, which occurred on the Caledonian Railway at Ladyburn sidings, near Greenock, on the 4th ult.

Three passengers and the guard of the passenger train are returned as having received slight injuries.

Ladyburn sidings are situated about two miles on the Glasgow side of Greenock, and are used as an auxiliary to Greenock yard. There are five parallel lengths of sidings on the north and six on the south of the main lines; these respectively unite into one before joining the main up and down lines, with falling points. The connexion with the up line is just opposite the cabin of a signalman who has charge of the sidings, that with the down line being 400 yards on the west or down side of the cabin. There is a crossover road between the up and down lines a short distance to the west or down side of the cabin. The signalman is provided with three signals, namely, an up and down distant signal, and a siding (disc) signal at the connexion of the south sidings with the down line; there is no interlocking of these signals either with each other or with the crossover road. The signalman has a telegraphic instrument in his cabin for communicating with Church Hill sidings' cabin (about half a mile nearer Greenock), of the approach of anything on the down line; but there is no reciprocal arrangement.

At about half past ten on the evening of the 4th ult. (the weather being stormy and the night dark), an engine arrived from Greenock at Ladyburn sidings to take a train of loaded coal waggons, which were standing ready in the third of the sidings south of the down line, into Greenock. The signalman held the points of the crossover road to enable the engine to cross from the up to the down line, having previously put both his signals to danger. A breaksman who was on the engine told him, as he was holding the points, that his siding signal lamp was out. He replied that it was "a rascal of a signal," alluding to the fact that it was frequently in the habit of going out in windy weather. (In consequence of complaints it appears that the lamp had been changed two or three weeks before the accident, had been again reported as being still defective two or three days before it, and has, since it occurred, been replaced by one which is said to be efficient.) The breaksman also states that he told the signalman to let nothing down on the top of them, but this remark was apparently not heard or understood by the latter, and nothing further passed with regard to the train leaving the sidings when ready. The engine then went away to the sidings, and as soon as the signalman observed that the tender lights were hidden by the waggons standing on the first and second sidings south of the down line, he was aware that it had entered the sidings, and turned off his down distant signal for a down passenger train which he saw approaching, and which was due to pass his cabin at 10.11, and was about 25 minutes late.

This train, consisting of engine and tender, two composite carriages, and one third-class carriage with break compartment, was the Greenock portion of a train from Carlisle which had left Gushetfaulds junction 27 minutes late, owing to the train from the Ladyburn down distant signal right for him, and also

got an all-right hand signal from the Ladyburn signalman, who was standing at the door of his cabin; the Church Hill down distant signal was also right for him, and he saw no impediment in his road until he found himself close upon some waggons of the mineral train, which was in the act of drawing out of the siding. He had only time to reverse his engine, when he struck them at a speed of about 30 miles an hour. Nothing was thrown off the road in the passenger train, and the injury done to the rolling stock was very slight, considering the nature of the collision.

It appears that after the mineral engine had entered the sidings, it was at once attached to 22 loaded waggons which were standing ready in the third siding. On getting a lamp signal from the breaksman that the train was ready to start, the driver gave a double whistle for the signalman and started, and then a second double whistle before entering upon the main line. Getting no hand lamp signal in reply from the signalman, he considered it, he said, equivalent to an all-right signal, and proceeded on to the main line; just as he had done so perceived the passenger train almost close upon him, and had only time to shut off steam when the collision occurred. The engine struck the third or fourth waggon from the front, and three waggons, the second, third, and fourth were knocked to pieces; this is stated to have been the extent of damage sustained by the mineral train.

The chief cause of this accident must be attributed to the act of the driver of the mineral train in leaving the sidings without permission to do so. He acknowledged that in previous cases, when the siding signal lamp had been out, he had made arrangements with the pointsman to come out by hand-lamp signal. On the present occasion he states that he depended for his protection to a remark of his breaksman to the signalman, to which the latter had made no reply, and he was moreover aware that a passenger train was overdue, and might pass at any moment.

I must also blame the signalman for not having kept a better watch upon his siding signal lamp. He had seen it alight at a quarter past 8, but could not speak to its condition between that time and the arrival of the mineral engine (10.30). Knowing its aptitude to go out in windy weather, it was certainly his duty to have kept a watch upon it, and have relit it when necessary. As he had not intended to relight it before the departure of the mineral train, it was also plainly his duty to have arrived at a clear understanding with its driver as to whether he was to leave the sidings before or after the overdue passenger train, and as to what signal he was to have for doing so.

There must be blame attaching to the signal lamp inspector for putting up an imperfect lamp in place of one reported as defective.

This accident would in all probability have not occurred had the signal arrangements in connexion with these sidings been carried out as recommended in the following requirement of the Board of Trade, viz., "that the junctions between the main line and any sidings . . . which are employed for colliery or other purposes should be protected by a main signal and distant signal in each direction . . . and there should be a safety switch or blind siding interlocked with the signals to protect the main line;" and I would strongly recommend the carrying out of this requirement, not only at Ladyburn but at all similarly situated points of danger.

I have, &c.

*The Secretary
(Railway Department),
Board of Trade.*

C. S. HUTCHINSON,
Lieut.-Col. R.E.

A copy was sent to the company on the 16th March.

CALEDONIAN RAILWAY.

*Board of Trade
(Railway Department),*

SIR, 1, Whitehall, S.W., 24th Feb. 1870.

IN compliance with the instructions contained in your minute of the 28th ult., I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances attending a collision which occurred at Greenloaning station on the Caledonian Railway on the 18th ult., between a passenger train and a goods train.

The guard of the passenger train, who had his shoulder dislocated, is the only person who is returned as having been injured.

Greenloaning is a roadside station between Stirling and Perth. There are sidings on the north of the station, three on the west connected with the down line, and one on the east with the up line. There is also a crossover road between the up and down lines, and the ordinary main and distant signals, the up distant signal being 570 yards from the up main signal, and visible for a long distance by approaching trains. From the north end of the station the line falls towards the north at 1 in 912 for about a mile.

On the morning of the 18th January the weather was foggy, though not densely so, as objects could be seen at least 170 yards off. At about a quarter past 8 a.m. a pick-up goods train, consisting of engine and tender, 25 loaded, 5 empty waggons, and a break van arrived at Greenloaning from Buchanan Street station, Glasgow, on its way to Perth. It was nearly two hours late in reaching Greenloaning, having lost time at various stations, including an hour's detention at Greenhill junction.

The train had left Kinbuck, the previous station, at 8.5, eight minutes before the down limited mail was due there. According to Rule 134 of the Caledonian company's regulations, which states that "no goods, cattle, or mineral train is to start from a station or siding unless there is ample time for it to reach the next station or siding, so as to be shunted clear of the main line, at least ten minutes before a passenger train is due," the train should have been detained at Kinbuck; and this, it is stated, was not done, as there was not room for it in the sidings at that station. On reaching Greenloaning at 8.16 (two minutes before the mail was due), the train was at once ordered by the porter on duty (the station-master being at breakfast), to shunt on to the up line, which was accordingly done under protection of the signals, the station-master coming back from breakfast while the train was backing through the crossover road at about 8.20; it then came to a stand on the up line with the engine, about 50 yards south of the main up signal, or 620 yards south of the up distant signal. The down mail was late, and did not pass till about 8.33. After it had passed, the station-master told the driver and breaksman of the goods train that they had better get across, do their work, and follow the mail to Blackford (the next station). To this they (very properly, as I think,) objected, as a North British down train was due to pass Greenloaning at 8.25, and might be now expected at any moment. The station-master replied that if they waited they would jam the 8.15 up train from Perth, due to pass at 8.46, but that he would go and ascertain by telegraph where the North British down train was. He found out that it had left Stirling at 8.20 (16 minutes late), and would therefore probably pass at 8.41. He gave this information to the breaksman at about 8.41, and states that after doing so he told him he had better go down the line and protect his train, in case the 8.15 up train from Perth might not be able to stop in time, and that the breaksman at once started. (The breaksman denies that the station-master told him to go and protect his train, but that he did so of his own accord, as he was beginning to feel uneasy. He took some signals with him, and had gone north about 200 yards when he

heard the passenger train coming. The engine was reversed as it passed him, and the tender and van breaks were applied. He whistled and shouted to attract his driver's attention.)

Some further conversation then occurred with the driver, who was getting uneasy at the position of affairs, and the station-master told him there were two men back with signals (meaning the breaksman and a surfaceman who had followed him). Immediately after this a mouth whistle was heard, and also the noise of the approaching up passenger train, upon which the driver of the goods train (who was standing on the up platform) jumped upon his engine and commenced setting back. He had moved backwards some yards when the collision occurred at 8.47 or 48. It was not very violent, the extent of damage to the goods engine being the cracking of its buffer beam; one pair of wheels of the third waggon from the engine was knocked off the rails, but this was supposed to have been done in setting back before the collision occurred.

The passenger train which ran into the goods train was the 8.15 a.m. train from Perth to the south, and consisted of engine and tender, one first-class, one composite, two second class, two third-class carriages, and two break vans with a guard in the last one; eight vehicles in all. The driver was an experienced man of 20 years' service. The train started punctually from Perth, but left Crieff junction (6½ miles from Greenloaning) at 8.39, two minutes late, its next stopping place being Stirling. The driver stated as follows:—"The morning was very foggy, signals not visible more than 10 or 12 yards off. We were approaching Greenloaning cautiously on account of the fog. We were on the distant signal almost before we saw it, and it was at danger. On seeing it so I concluded that there was an obstruction between it and the station. I immediately shut off steam, reversed, put it on again, opened both sand boxes, and got my tender breaks applied. I whistled for the guard's breaks as soon as possible. The wheels had begun to revolve the contrary way before the collision. Our speed on sighting the distant signal was 30 miles an hour or better, and was reduced to 4 or 5 miles an hour when we struck." The only injury sustained by the passenger train was the breaking of the buffer plank and buffers of the engine. The only personal injury was to the guard, who had his shoulder dislocated as he was getting an extra turn at his break handle. The speed must have been considerably greater than that admitted by the driver on sighting the distant signal; this is about 6½ miles from Crieff junction, and as the time on reaching it could not have exceeded 8.48, nine minutes was the time occupied in running 6½ miles, or an average (including the start from Crieff junction) of 42 miles an hour; he must also have greatly exaggerated the density of the fog, judging from the other evidence upon this point.

I think, therefore, that the chief blame for this accident must lie with the driver of the passenger train for running at so high a speed, in approaching a station on a foggy morning, that he was unable to stop his train at a point 620 yards inside the distant signal; and the signal, I believe, he could see from 150 to 200 yards before reaching it.

I, secondly, blame the Greenloaning station-master for not having carried out the instructions conveyed in Rules 47 and 49, which require station-masters to immediately send a man back with fog signals 1,000 yards from any engine or train that may have stopped at his station during a fog. It is true that he may have directed the breaksman to go back, and also a platelayer, but this was when it had become too late to be of much probable use. In excuse for his conduct he pleaded, that, not having a copy of the company's regulations, he was not aware of the rule relating to fog. It ap-

peared that he had been station-master at Greenloaning since July last, having been for 15 months previously at the Caledonian audit office in Glasgow, before that chief goods clerk at Forfar for 18 months, and before that, again, a station-master on the Highland line over three years. From his having been in the company's service before he came to Greenloaning, the superintendent of the district supposed he had a copy of the rules, and directed him to return that belonging to his predecessor, which he did without mentioning his having none himself. On four different occasions he received four copies of new rules, to be pasted one in each copy of the four books which there were supposed to be at the station, and on each occasion returned a receipt stating that the instructions had been complied with, though there were actually only three books at the station. He has, therefore, I think, only himself to blame for being ignorant of the rules under which he should have acted; and it is, to my mind, a grave offence in a man holding the position of station-master to remain a day longer than he can help it without a copy of his company's regulations.

A copy was sent to the company on the 21st March.

A third mistake which contributed to the occurrence of the accident was the shunting of the goods train on to the up line, instead of into the sidings leading from the down line. Although one length of siding would not have held the whole of the train, the time occupied in putting the remainder into a second siding would have been very inconsiderable, and the advantage gained very great. It is much to be desired that the sidings should be lengthened so as to make them long enough to hold entire a reasonably sized goods or mineral train.

The despatching of the goods train from Kinbuck a short time in front of the mail was, as I before remarked, a breach of Rule 134, and though there may have been no room for it in the Kinbuck sidings, it would have been less in the way on the up line there than at Greenloaning.

I have, &c.

The Secretary
(*Railway Department*),
Board of Trade.

C. S. HUTCHINSON,
Lieut.-Col. R.E.

DUBLIN, WICKLOW, AND WEXFORD RAILWAY (DUBLIN AND KINGSTOWN LINE).

Railway Department,
Board of Trade, 7th Feb. 1870.

SIR,

IN compliance with the instructions contained in your minute of the 3rd instant, I have the honor to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 31st ult. at the entrance to Westland Row station of the Dublin and Kingstown Railway.

No persons were hurt.

The mail train, which consisted of a tank engine, a second-class carriage, and a mail van, coupled in the order given, left Kingstown pier for Dublin at 6.3 p.m. on the day in question.

The Dublin station distant signal, which is about half a mile outside Westland Row, had been lowered to all right before the train came in sight, and the driver whistled for the station signal, which was lowered at once, for him to run into the station.

The station signal is about 220 yards outside the station, and the signalman's hut is close to the signal post.

The Dublin and Kingstown Railway is a double line, but a few years since the two lines of rails were run together at a spot about 70 yards on the Dublin side of the signalman's hut, so as to form only a single line for a distance of about five yards; whence they again diverge, and lead to the platforms at the "up" and "down" sides of the line.

The platform at the down side of the railway is used for all up and down local trains, and for the up passenger trains running from the mail boats.

The platform at the up side of the railway is used for the down passenger trains running to the mail boats and for the mail trains.

Westland Row station is very confined and inconvenient for the large traffic that is worked into the station. The converging of the two lines, as well as the arrangements adopted for working the traffic to the two platforms, have been adopted for greater convenience.

The mail train ran past the signalman's hut at a speed which the driver estimated at 6 to 7 miles an hour, and as the engine came to the points where the single line diverges to the up and down line platforms the engine left the rails. Steam was shut off at the time, and the breaks were applied to the engine just

before it reached the points, so that it was brought to a stand about 33 yards beyond the place where it left the rails. The two carriages remained on the rails leading to the platform at the up side of the railway, where they were intended to go.

After the accident it was found that the right-hand point stood about one eighth to three sixteenths from the stock rail.

The engine, which was about 18 ft. 2 in. long, and about 10 ft. 7 in. in the wheel base, weighs about 25 tons. The leading wheels are 4 ft. diameter, the driving wheels 5 ft. diameter, and the trailing wheels 3 ft. diameter.

The breaks being applied to the driving and trailing wheels just before the engine reached the facing points would prevent it taking the reverse curve made by the two crossover roads, as easily as if it was running free, and the off leading wheel of the engine appears to have got in between the right-hand point and the stock rail, and then the engine left the rails.

One of the connecting rods was found broken after the accident, but this was no doubt done by the off wheels of the engine getting at the wrong side of the point.

It is certain that the pointsman had placed the points in the proper position before the train arrived; whether they were pressed hard home while the train was passing is doubtful. The defect in the points may have existed before the train arrived, or have been caused by the accident.

The points are about 75 yards from the place where the pointsman that works them is placed. I would recommend that the pointsman be brought close to the points, and that all the points and signals connected with the passenger lines be arranged on the locking principle, and that signals be supplied for each road connected with the passenger lines.

I would also suggest that the pointsman should receive some distinct signal from the station platform to show that the lines are clear, before he admits a train.

At present he trusts to his own sight both by day and night, to see (into a low dark station, which is more than 200 yards from him,) whether the lines are clear for the trains. His view of the up-line platform may be impeded by carriages on an intermediate

line of rails, and the view is most indistinct at the best of times.

The pointsman has been 26 years at his present post, and deserves much credit for the manner in which he has performed his duty.

Westland Row station is capable of much improvement, but when all that can be done is accomplished,

it will still remain very inadequate to the large traffic that is done there.

*The Secretary,
Board of Trade,
Railway Department.*

I have, &c.
F. H. RICH,
Lieut.-Col. R.E.

A copy was sent to the company on the 26th February.

GLASGOW AND PAISLEY JOINT RAILWAY.

*Board of Trade
(Railway Department),*

SIR, 1, Whitehall, S.W., 22 Feb. 1870.

IN compliance with the instructions contained in your minute of the 19th ult., I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances attending a collision which occurred at Shiels Junction on the Glasgow and Paisley joint line on the 12th ult., between a passenger train and a train of empty carriages.

No passengers are returned as having been injured.

The Glasgow and Paisley joint line is worked upon the absolute block telegraph system, Shiels Junction being one of the block stations, and the stations east and west of it being Pollokshiels and Ibrox. Close under the junction cabin a Caledonian branch line joins the main line, which branch line is not worked on the block system.

There is a cross-over road just to the westward of the cabin, and there are sidings both north and south of the main lines, the former entering the up line to Glasgow close to the cabin, and the latter having two connexions with the down line, one 100 yards and the other 500 yards west of the cabin. The points and down signals are all interlocked, with the exception of the points at the distant connexion of the south sidings, which are worked by loose levers on the ground.

One principal use of the south sidings is to store empty carriages in readiness for the making up of trains at Bridge Street station, where the accommodation is very limited. The following rule with reference to the working at these sidings was issued on the 1st January 1868:—"The station-master at Bridge Street will appoint a man to take charge of any carriages going to or coming from the new sidings at Shiels Junction. The man so appointed will on no account bring carriages out of the sidings on to the main line without having the spoken permission of the Shiels Junction pointsman on duty at the time, and the pointsman will protect the carriages by keeping his signals at danger when such shunting is going on."

At 5.39 p.m. on the 12th ult. an empty engine arrived at Shiels Junction from Bridge Street station, to take back a train of empty carriages from the south sidings. One of the shunters (two having accompanied the engine) went into the signal cabin, and obtained the signalman's permission to go down to the sidings and return with the empty carriages back (necessarily on the down or wrong road) as far as the points of the cross-over road, *i. e.*, about 50 yards west of the box, the signalman intending to let nothing pass on the down road till the empty carriage train had returned and got through the crossing. A down goods train was at this time shunted on the up line, waiting till a down train from the Caledonian branch had passed the Junction and cleared Ibrox, and the shunter's instructions from the signalman were that he should follow this goods train as quickly as possible. The goods train got away at 5.56, the empty engine following in its wake, the whole being considered by the Shiels Junction signalman as one train for block telegraph purposes, and signalled forward as such. The signalman at Ibrox knew, therefore, nothing of the shunting operation going on between him and Shiels

Junction, and gave "line clear" as soon as the goods train had passed his cabin. The empty engine reached the sidings, had 13 empty carriages attached to it, brought them out on to the main down line, and at once pushed them back as far as the crossing, the head shunter being on the roof of the carriage furthest from the engine and nearest to Glasgow. The train remained at the points a short time, the signalman taking no notice of it, but as the up main signal was lowered for a train approaching from Ibrox, for the passing of which the empty carriage train would have to wait, there was nothing unusual in this. Suddenly, however, the down main signal, which had been at danger when the train came up to the points, fell to caution. Upon this the head shunter, knowing something must be wrong, jumped off the carriage, and ran towards the junction, waving his red lamp towards the engine of a train which he saw approaching. The driver also caught sight of the train, and thinking it was coming too fast to stop, at once got his engine into backward motion, and thinks he had attained a speed of about six miles an hour when the collision occurred at about 5 minutes past 6. The three empty carriages at the Glasgow end of the train were knocked off the rails, and almost destroyed, and the shock was also severely felt on the engine.

The other train was the 6 o'clock Caledonian train from Glasgow to Greenock, timed to stop first at Paisley, being allowed 15 minutes for running the seven miles. It consisted of 10 vehicles, including two break compartments, in each of which was a guard. On first sighting the down distant signal from Shiels Junction (which is visible about 100 yards before reaching Pollokshiels station), the driver states that it was at danger, but that it was turned off on his whistling. The main signal (about 500 yards from the distant signal) was clear when he sighted it, and he was running on at his usual speed, when close to the signal box he caught sight at the same time of a red light from a hand lamp and the train of empty carriages, upon which he saw no light. He at once shut off steam, and believes he reversed, but had not time to get his break fully applied when the collision occurred. The buffers, buffer beam, smoke box, and funnel of his engine were injured, and a pair of carriage wheels got under the buffer beam. This appears to have been the extent of the damage done.

This accident was caused by the signalman forgetting the fact of his having given permission for a train of empty carriages to stand on the down line, and then, while it was there, lowering his down line signals for an approaching passenger train. He has served 5½ years as signalman, the last three of which have been spent at Shiels Junction, and had come on duty at 4 p.m. on the 12th ult., to remain until six next morning. He frankly acknowledged his mistake, both at the time of the accident and afterwards, when I examined him. He appeared a very intelligent man, and his mistake was one to which all human agency must at times be liable.

It is, however, highly probable that this mistake would not have occurred had the control of the south sidings been in the hands of the signalman by their having been furnished with a siding signal and blind having worked by interlocked levers in the cabin. He would in this case have had to perform several

operations while the shunting was going forward, would have been unable to lower his main down signals until it was completed, and would have been much less likely to have forgotten the fact of the train standing on the down line. As certain changes are likely to be shortly made in the arrangements of this part of the line, the committee may not think it worth while to make the alterations to which I have alluded; but should anything occur to prevent these changes,

I would strongly recommend the carrying out of the above suggestions.

There appears to have been a breach of rule 75 of the committee's regulations in there having been no lamp on the 1st carriage of the empty train.

I have, &c.,

*The Secretary,
Railway Department,
Board of Trade.*

C. S. HUTCHINSON,
Lieut.-Col. R.E.

A copy was sent to the committee on the 16th March.

LONDON AND NORTH-WESTERN RAILWAY.

SIR,

Naas, 24 January 1870.

In compliance with the instructions contained in your minute of the 12th inst., I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 8th inst. at Kenyon junction on the London and North-western Railway.

Five passengers are reported to have been slightly cut and bruised.

On the day named, a passenger train, which consisted of an engine and tender, seven passenger carriages, and a guards van, left Liverpool at 3.2 p.m. for Manchester. The train was two minutes late in leaving Liverpool, and was about 10 minutes late at Newton Bridge.

The signals at Kenyon junction were at all right, as the train approached that junction, about 10 minutes after its proper time. Just before the train reached the junction, a goods train ran out from the sidings at Kenyon junction on to the line on which the passenger train was travelling.

The driver of the passenger train, who had already slackened the speed of his train to 10 or 12 miles an hour, so as to pull up at Kenyon station, which is about 160 yards beyond the junction, reversed his engine, applied his tender break, and whistled for the guards break, but he could not stop his train, which ran into the goods train. None of the passenger carriages were thrown off the rails or injured, but the engine of this train had its buffers broken, and the sand box was injured. The engine remained on the rails. The guard of this train succeeded in getting his break hard on before the collision. He was not hurt. The driver and fireman remained on the engine, and were not hurt.

The goods train which was in the way of the passenger train had come from Atherton. It consisted of an engine and tender, 24 waggons, and a break van. Some shunting was to be done at Kenyon, and it went into the sidings at the north side of the yard for that purpose. At the time of the accident the driver was pushing some waggons in front of his engine, with the intention of running into a siding called the long siding, which is opposite to Kenyon junction hut, and can be reached from the sidings at the north side of the yard without fouling the main lines. Kenyon junction is provided with the ordinary junction signals, and the sidings at the north side of the yard are controlled by a semaphore signal, which is worked from the junction hut. The points and signals connected with the junction and sidings are arranged on the locking principle. It appears that goods trains, when placed in the sidings at Kenyon

junction, have been shunted in the sidings by the shunters without reference to the signalman at Kenyon junction. The trains have usually gone into the sidings by the cross-over road near Kenyon junction, and the signalman at that junction, when he has sent the trains into the sidings, has turned the points so that the trains could not return on to the main line without his sanction. The trains, when thus made safe from interfering with the passenger lines, have been shunted as required without directions from the junction signalman.

On the day in question the goods train had got into the Kenyon sidings at the Bolton end of the yard, without running up to Kenyon junction, and the signalman at the junction had not closed the siding points, which in their normal position lay open for the main line. The driver of the goods train got no permission to pass in front of the junction hut and run into the long siding.

The siding signal was against him, but he stated that he thought that while this siding signal was against him he could not run out on to the main line, and that he would pass into the long siding. One of the trucks in front of his engine was loaded with cotton, so that he could not see how the points lay. They were open for the main line, and the goods waggons were pushed forward in the front of the passenger train. The driver of the goods train reversed and put back as soon as he noticed that the waggons were running on to the main line instead of into the long siding, where he wished to go, but he could not get clear in time, and the passenger engine struck the waggon which was the third in front of the goods engine. This waggon was broken up, and thrown on its side; one other waggon in front of the goods engine, and one behind the goods engine, were thrown off the rails. The goods engine was slightly damaged, and a few chairs of the permanent way were broken.

The accident was caused by the driver of the goods train endeavouring to shunt his train into sidings, connected with Kenyon junction, without permission from the signalman on duty. The driver has been dismissed from the company's service.

I recommend that the normal state of the points which connect Kenyon sidings with the main line be reversed, and arranged to lay open for the long siding and closed against the main line, so that no trains can come out of the sidings until the signalman has moved the points and lowered the siding signal.

I am &c.,

F. H. RICH,
Lieut. Col. R. E.

*The Secretary,
Board of Trade,
Railway Department.*

A copy was sent to the company on the 16th February.

LONDON AND NORTH-WESTERN RAILWAY.

*Board of Trade,
12th February 1870.*

SIR,

IN compliance with the instructions contained in your minute of the 20th January 1870, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 18th January last, at Leamington junction on the London and North-western Railway.

Two passengers are reported to have been slightly bruised.

Leamington junction is about half a mile to the north of Rugby station. The junction may be considered the north end of the Rugby goods yard.

On the day in question a train, which consisted of an engine and tender, a guard's van with a guard, two composites, a third-class carriage, two covered goods waggons, and a guard's van with another guard at the tail of the train, left Rugby for Liverpool at 10.7 a.m. (The train was three minutes late.) The carriages were coupled in the order given.

The signals at Leamington junction were "all right" for the train to pass, and it approached the junction at a speed of about 14 or 15 miles an hour.

As soon as the engine arrived at the facing points by which the branch line to Leamington is connected with the Trent Valley line, the engine, tender, two composite, and a third-class carriage left the rails.

The engine driver shut off steam and reversed his engine at once, and then jumped off. The fireman remained on the engine, but could not get his break on. The guard in the front van put his break on, and the train came to a stand when the engine got about 70 yards to the north of the junction points. The three last vehicles of the train remained on the rails (I believe the Leamington branch); but the evidence was conflicting as to whether these vehicles remained on the branch or the main line rails. The engine and carriages that left the rails came to a stand on their wheels, in a zigzag position, between the rails of the Leamington branch and in the interval between the branch and the main line. None of the couplings gave way. The buffer rod of the front break van was bent, and the axle of one of the carriages was also bent. Very little injury was done to the permanent way. The right hand point showed the marks of having been heavily struck and was bent, and the left hand point had also received a heavy blow. After the accident, the connecting rod which works the points was found to be broken in two, close outside the stock rail, but this was not discovered until the points had had much force applied to them to re-adjust them. The points and signals at Leamington junction are arranged on the locking principle.

The signalman's hut, from which they are worked, is about 65 yards nearer to Rugby station than the junction points. When I examined the locking gear yesterday I found it to be defective. The main down line signal (which was lowered for the train that met with the accident) could be lowered when the lower handle that works the points was half-way between

the two slots, and the points stood half open and in an imperfect state for trains proceeding either towards Leamington or towards Liverpool. I was informed that although this locking gear was found to be imperfect immediately after the accident, the imperfection was not so remarkable as when I examined it. The signalman on duty stated that he was not aware of the imperfection, and that he is certain that he had pushed the lever handle well over into the slot before he lowered the signal for the train to Liverpool. This signalman had passed two trains on the main line and one towards Leamington on the same morning, between 6 a.m., when he came on duty, and the time of the accident. He is an experienced man, and has been 13 years a signalman in the London and North-western Company's service, and 8 years of that time at the Leamington junction. The locking apparatus has been introduced at that junction about six months.

The accident may have happened from any one of the following causes: The breaking of the connecting rod that works the points; the neglect of the signalman on duty in not pushing the lever handle that works the points well home into the slot after he had passed the previous train towards Leamington, and the defect in the locking gear, which allowed him to lower the signal for the Liverpool train when the points may not have been in their proper places; or, lastly, a piece of coal or other impediment having fallen between the points and prevented their being shut home.

The length of the connecting rods between the signalman's hut and the points would allow this last to happen, without the signalman being aware of it, by the working of the lever.

I am inclined to attribute the accident to the first of the above causes, in which case the connecting rod was probably seriously injured by some train forcing itself through the points, in the reverse direction, when shunting while the points were closed. This might have occurred many hours before the accident happened, and the connecting rod, although broken close to the goose neck, might not have parted into two pieces till the points were pulled for the Liverpool train which left Rugby at 10.7 a.m.

It is most desirable that a locking block should be attached to the points, in addition to the mechanical locking, by the motion of the signal that takes place in the signalman's hut. Such an addition would not only fix the points firmly in their places for the trains running through them, but it would act as a tell-tale if any derangement took place in the gear which connects the points with the signal hut.

A model of a simple arrangement of this kind was exhibited at the Civil Engineers' Institute last Tuesday.

I have, &c.,

F. H. RICH,

Lieut.-Col. R.E.

*The Secretary,
Railway Department,
Board of Trade.*

A copy was sent to the company on the 5th March.

METROPOLITAN RAILWAY (ST. JOHN'S WOOD LINE).

*Board of Trade
(Railway Department),
Whitehall, 4th Feb. 1870.*

SIR,

IN compliance with the instructions contained in your minute of the 2nd instant, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 29th Janu-

ary, near the Baker Street station, on the St. John's Wood section of the Metropolitan Railway.

The down passenger platform for the St. John's Wood Railway at the Baker Street station, is used both for up and down trains; and there is on the north of it a siding (named No. 4 siding) 53 yards long, which is used as an engine siding, and which is shown in the accompanying diagram. The one shift-

ing facing point by which this siding is connected with the main line, is 22 yards to the north of, and from the end of, the above platform; and is worked, as well as the other points and signals, from a signal cabin 75 yards from the platform, and 53 yards from it. The signal-cabin is provided with locking apparatus by Messrs. Saxby and Farmer, and the above facing point interlocks with the starting signal and with a siding signal. The main line starting signal cannot be lowered to caution for a train to leave Baker Street for St. John's Wood, unless the point has first been set right for the main line; and when the starting signal is so lowered the point is locked, so as to be right for the main line. The starting signal is under the roof of the passenger shed, and at the north of the platform.

On the 29th ultimo, the 4.37 p.m. train from Baker Street was started by the guard at 4.39 p.m. for St. John's Wood in the usual manner. The guard, after seeing the starting signal lowered for it to start, had, however, given the engine-driver the ordinary notice with his green flag, when a passenger, arriving at the last moment, was allowed to get into a first-class carriage. There were on the engine, the engine-driver, the fireman, and a pilot-man who accompanies every train for the purpose of securing safety on the single line; and they all observed that the signal was at "caution" when the engine passed it, after the train had started. The engine stood about 10 yards from the signal (which is, as already stated, at the north-west corner of the passenger shed) when the train started, and these men noticed it particularly for two reasons. They looked at it twice, in consequence of the check which they received at starting, while the extra passenger was admitted into the first-class carriage; and they noticed that the porter was lighting the lamp attached to the signal-post.

The train consisted of a tank-engine, and a third-class, a first-class, and a second-class carriages, of which the first and third in the train were break carriages. The breaksman, who rode in the third-class carriage next behind the engine, saw the starting signal lowered to caution a minute and a half to two minutes before he passed it; and he saw that it was still at caution when he passed it in his break carriage. The guard, who rode in the second-class carriage at the tail of the train, noticed the starting signal when it was lowered to caution, two minutes before he started the train, and again as he got into his break compartment, when the train had partly moved out of the station. But none of these men saw the signal turned to danger; the porter who was lighting the lamp on the signal-post left the north for the south of the station just before the train started; and no person in the station or on the train appears to have seen the signal turned again to danger.

The engine-driver did not notice anything peculiar as he passed through the facing point of the engine siding after he started from the Baker Street platform, and he had been unable to see the point as he approached it; but when he had travelled forward for about 30 yards, he then found, by the position of the water-crane and the coke-stage, that he was running into the siding in place of travelling along the main line. He shut off his steam and reversed his engine, and he had no sooner done so than his engine came into collision with a wall at the end of the siding, 75 yards from the passenger platform.

The corner, of the leading buffer-plank and a trailing buffer-casting of the engine were broken, but it did not leave the rails; several buffer-castings were also broken on the carriages, and the leading wheels of the third-class break-carriage next behind the engine left the rails; but the bodies of the carriages were not damaged. Out of about 100 passengers who were riding in the train, eight have complained of injury.

The guard on the last carriage happened to be looking out at the off side of the train, and to notice that the engine passed in the wrong direction over the point; and he began to apply his break, but had not time to do so before it was brought to a stand. The breaksman also observed that the engine was running into the siding when it was a few yards from a water crane, 15 yards from the north end of the siding; but he was knocked down in his compartment almost as quickly as he could seize hold of the break-handle.

The signalman who was on duty in the signal cabin had commenced work at 3 p.m., about an hour and a half before the accident. He was an experienced man of good character. He had been in the service of the Metropolitan Railway Company from the 11th April 1867, and had worked as a signalman from the 13th April 1868, at the Portland Road, the Marlborough Road, and the Baker Street stations, having been at Baker Street from the 1st May 1869. No previous complaint of any sort had been made against him.

When first examined after the accident by the general manager of the railway, he stated that, having left the point-lever out of the notch in the segment, and a short distance from the notch, he supposed that the jar of the train, as it passed over the point, must have caused the lever to fly over. But after full consideration, he believes now that, not having placed the point-lever in the notch in the first instance, he went towards it after the train had started, and after he had returned his signal to danger, with the intention of pushing the lever, for greater security, into the notch; and he is under the impression that on seizing hold of the lever he pulled it forward to the front notch, so as to make the point right for the siding, in place of pushing it back into the hind notch; and that he did this, without knowing it, in a moment of hurry and forgetfulness.

The evidence of the inspector who saw this signalman after the accident goes to prove that he was perfectly sober; and it is obvious that the accident has been caused by his having pulled over the point lever after the train started from the platform, after the engine had passed the starting signal, and just as the engine approached the facing point. If the signalman had left the point lever alone, even though the point lever was not actually in the front notch, no accident would have occurred; and there only having been one moveable point, which was connected with the *off* rail, if the lever had been pulled half-way over, the train would still have passed safely along the main line. Although the starting signal could be lowered, in consequence of wear and tear in the apparatus, when the point-lever was on the verge of the notch without being actually in it, yet the point was equally well locked by the signal in that position, and the point-lever could not be moved from the direction of the notch without first raising the starting signal to danger. The signalman must have raised the signal and altered the point while the engine was passing over a distance less than its own length; and the reason which he gave me, and which I have above quoted, for his mistake, is, I have no doubt, the true one. This accident is, therefore, of a class which must be set down under the head of human fallibility, against which it is impossible altogether to provide; and even a locking bar, which has in some cases been used with good effect with facing points, would be useless in such a case, if the signalman altered the point as the engine approached the locking bar, and so turned an engine and train in a wrong direction.

I have, &c.,

*The Secretary
Railway Department,
Board of Trade.*

H. W. TYLER.

A copy was sent to the company on the 26th February.

NORTH-EASTERN RAILWAY.

SIR, *Newcastle-on-Tyne, 17th Feb. 1870.*

IN compliance with the instructions contained in your minute of the 19th ultimo, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 14th ultimo, at the Tyne Dock junction of the North-Eastern Railway.

The Tyne Dock junction, between the main line from Newcastle and the old line from Pontop to Shields, is about 7 miles to the east of Newcastle, and a mile to the west of the Tyne Dock station. There are a number of sidings on the north of the junction, connected with an engine-shed, and with works for the repair of engines and waggons; and there are a great number of points and crossings in the neighbourhood of the junction; but it is only necessary specially to refer in the present case to a set of slip points, between the main up line and the easternmost of these north sidings. These slip points were not at the time of the accident, but are now being, connected with the signal cabin, which is also being fitted up with improved levers for working all the points and signals, and for interlocking them in the usual manner.

On the 14th of January, the passenger train, 6.37 p.m. from Brockley Whins (6 miles from Newcastle), left that station at 6.39, two minutes late, for South Shields, consisting of an engine and tender, two third-class, one first-class, one second-class, carriages, and a break-van. It ran in due course (for a mile) to the Tyne Dock junction, and the engine-driver found the signals right for him to proceed. He was about to run past the junction cabin, at a speed of 11 miles an hour, when he saw a mineral engine approaching the down line, 30 yards or so before him, from the siding above referred to as being connected with the up main line. He had only time to shut off his steam and reverse his engine before the front of the passenger engine struck the side of the mineral engine. The former left the rails, turned off to the left, and ran down the intermediate space between two sidings, followed by the tender, the two third-class carriages, and the first-class carriage. The trailing wheels of the latter remained, however, on the rails, as well as all the wheels of the second-class carriage and of the break-van.

The passenger engine was only damaged as regards the foot-plate, and the tender framing was broken. The foot-boards and door-handles of the carriages were damaged or scraped off. There do not appear to have been more than four complaints of injury to passengers.

The mineral engine which came thus out of the siding in the way of the passenger train had been working all day between Harton colliery and South Shields, and had been brought back to the Tyne Dock junction about 6.30 p.m., to be placed in the engine shed for the night. The guard of the mineral train returned with the engine-driver on the engine, as was his custom; but he was also, on this occasion, assisting the engine-driver in the place of the fireman, who had been left—the worse for liquor—at South Shields, about two miles from the junction. The guard states that the fireman *could* have come with the engine; but that, as he had himself nothing else to do, he volunteered to take the fireman's place; and he thought it better for him to go home, especially as he lived close to the public house in which he was left.

After leaving the fireman, the engine-driver and guard proceeded along the up line to the Tyne Dock junction, and the guard held the slip points above

referred to, while the engine-driver set back into the siding, on his way to the engine-shed. The engine was brought to a stand in the siding, about 20 yards from the main line; and the guard walked down past the engine towards the next points which it would be necessary to work, in order that the engine might go towards the shed. He pushed over that pair and another pair of points, while the engine waited for a Gateshead coal train to pass along the line on which it would have to proceed towards the shed. As soon as the coal train had passed, the signalman gave permission, by lowering a fixed signal, to the engine driver to move on towards the shed, and the engine driver opened his regulator, with the intention of starting eastward. He forgot, however, that his reversing lever was in forward gear—in which position he must apparently have placed it when he stopped on the siding—and stooping down to examine his fire, he did not notice, for the moment, that his engine began to move towards the main line instead of away from it. He was within half a yard of the main line before he discovered his mistake; and he then saw also that the passenger train from Brockley Whins was within 30 yards of him. Seeing that he had not time to reverse his engine, he left his steam on and tried to get across the main line out of the way of the passenger engine; but there was no time to do so, and his engine was struck as above described. The end of the framing and two crank pins were broken on the mineral engine, but it did not leave the rails, and it was taken into the shed on its own wheels, after its fire had been pulled out.

The signalman who was on duty in the Tyne Dock junction cabin saw the mineral engine come from South Shields; and he gave the engine-driver permission, first, to pass through the slip points into the siding, and afterwards, as soon as the Gateshead coal train had passed towards the dock, to proceed towards the engine-shed. He also, on receiving notice by his telegraph-bell of the approach of the passenger train from Brockley Whins, and after waiting for the coal train to clear the main line, lowered his signal for the passenger train to pass towards South Shields. When the passenger train was about 50 yards from him he saw, to his surprise, the mineral engine starting out of the siding towards the main line; and he had then no time to do anything to avoid the collision.

The engines were in the habit, about six each day, of going from the Tyne Dock junction into the sidings, through the slip points connected with the up line, in the manner above described. But a cross-over road has since been put in on the Pontop line, and the engines, after being backed from the up line into a siding are now taken forward and crossed over before proceeding along the Pontop line to cross the main line toward the Tyne Dock sidings.

The present collision has been caused by the mistake of the engine-driver of the mineral train, who appears to have been drinking with the guard and fireman at South Shields; and the guard himself has, I understand, since been suspended, and will be dismissed from the company's service, for being drunk on a subsequent occasion. The engine-driver has been brought up in the company's service from his boyhood, and has hitherto borne a good character. He is now awaiting, on bail, his trial for this offence.

I have, &c.

*The Secretary
(Railway Department),
Board of Trade.*

H. W. TYLER.

A copy was sent to the company on the 12th March.

NORTH-EASTERN RAILWAY.

SIR, *West Hartlepool, 17th Feb. 1870.*

IN compliance with the instructions contained in your minute of the 19th ultimo, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 15th ultimo on the North-eastern Railway between East and West Hartlepool.

The two Hartlepoons are connected together by a single line of railway, 2 miles 17 chains long from station to station, or 1 mile 74 chains long from the junction with the Hartlepool and Ferry Hill branch to the West Hartlepool passenger station. This single line is nearly level, but is much curved, and the view on it is much obstructed, in consequence partly of the quantity of material which is stacked, sometimes to a great height, in the neighbouring deal yards at West Hartlepool. There are about 56 trains a day running over the single line, of which 32, or 16 in each direction, are regular passenger trains; 10, or 5 each way, are regular goods trains; and the remainder are coal or mineral trains, running according to the requirements of the traffic. The single line is worked on the train staff and ticket system, and I learn that no accident has occurred during the eight years for which it has been used for passenger traffic, from trains *meeting* in opposite directions, though there have been two or three slight cases of collision between *following* trains.

On the 15th January the 11.15 a.m. passenger train left East Hartlepool punctually, consisting of a tank engine, a third-class carriage, a composite carriage, and a break-van, for West Hartlepool. It contained about 13 passengers, and a guard rode in the break van. The engine-driver travelled at a speed of 15 or 16 miles an hour, until he saw the guard of a mineral train, about 250 yards from the West Hartlepool station, holding up his arms and waving them as a signal to stop. His steam had previously been shut off, but he reversed his engine, whistled for the breaks, re-applied his steam, and did his best to pull up. He had reduced his speed to about four miles an hour, when his engine came into collision with the break van of a coal train which he found before him on the line, 50 yards, as he believes, from the point where he first saw the mineral guard standing, and about 250 yards from the point at which he first received from the guard a warning of danger, as he rounded the curve in approaching the mineral train.

The buffer-plate in front of the passenger engine was bent, and one of the buffers was broken, but the engine did not leave the rails. None of the carriages were damaged, nor did any of them leave the rails. Five of the passengers have complained of injury.

The coal train which thus obstructed the passenger line left East Hartlepool at 11 o'clock for West Hartlepool. It consisted at starting of an engine and tender, 40 box and chaldron waggons, and a break-van. Two of the waggons were left at Middleton, a quarter of a mile from the East Hartlepool junction, and three

waggons were to be placed in a siding on the left, near the West Hartlepool station, and three others in a siding on the right, at Mr. Thompson's depôt. In approaching West Hartlepool, therefore, the engine driver brought his train to a stand on the passenger line, detached six waggons from the remainder, shunted three into the siding on the left, three others into the siding on the right, and rejoined his train, with the intention of proceeding at once to the coal staiths, a mile from where his train was standing. As he was starting, a coupling broke between two of the coal waggons, and six waggons and the break-van remained behind as the leading part of the train went forward. The engine-driver therefore pulled up and set back; and he was just starting forward again, after the damage had been repaired, when the collision occurred as above described.

Neither the break-van nor any of the coal waggons were damaged, and no person with the coal train was injured. The guard of the coal train states that he went back in the first instance 100 yards to protect his train while the waggons were being placed in the sidings; and that he had rejoined his train before the coupling gave way, with the intention of proceeding with it to the coal staiths. After the coupling broke, he ran back again 60 or 80 yards, as he believes, until he saw the passenger train coming, when he held up his hands to warn the engine-driver. He was, of course, unable, under the circumstances, to carry out the letter of his regulations, which required that he should have gone 1,000 yards back, and have placed detonating signals on the rails in various positions.

There is no fixed signal for the protection of trains left on the passenger line in the position in which the coal waggons were standing when the collision occurred; but it is necessary in the course of the traffic to leave waggons occasionally, and almost daily, in that position. A wire signal should therefore be supplied for the protection of such shunting trains, and for the guidance of a gatekeeper about a quarter of a mile from the West Hartlepool station, who might then signal the trains accordingly, but who is unable to see, on account of the curves of the line, either the existing wire signal, or the standing or shunting obstructions on the passenger line. It is desirable, also, that the signalman's box at West Hartlepool should be raised and shifted, to give the signalman a better view. And the risk of collisions between following trains would be much diminished by the application of the block telegraph system at two or three intermediate points between East and West Hartlepool. The company are bound by an Act of May 1866 to complete the doubling of this portion of single line within five years of the passing of that Act, and I understand that some steps have been taken towards carrying out that obligation.

I have, &c.

*The Secretary
(Railway Department),
Board of Trade.*

H. W. TYLER.

A copy was sent to the company on the 18th March.

R E P O R T S
OF THE
INSPECTING OFFICERS OF THE RAILWAY DEPARTMENT
TO THE BOARD OF TRADE,
UPON
C E R T A I N A C C I D E N T S
WHICH HAVE
OCCURRED ON RAILWAYS
During the Months of February and March,
1870.
(PART SECOND.)

Presented to both Houses of Parliament by Command of Her Majesty.
May 1870.



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GREAT NORTHERN RAILWAY.

SIR,

London, 18th June 1870.

In compliance with the instructions contained in your minute of the 14th instant, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 2nd instant at the Edgware Branch Junction on the Great Northern Railway.

This junction is immediately to the north of the Finsbury Park station, which is $2\frac{1}{2}$ miles from the King's Cross terminus. Between the north end of the Copenhagen tunnel (south of the Holloway station) and this junction, the passenger traffic of the Great Northern Company is carried over four lines of rails, of which two are called the "fast lines," and the other two the "slow lines." The Edgware branch lines join the slow lines, and the slow lines join the fast lines, all within 100 yards to the north of the Finsbury Park station; and the points and signals in connexion with these junctions are all worked from a raised signal cabin, 77 yards from the north end of the station platforms. The signalman stationed in this cabin is provided with a locking frame, by Messrs. Stevens and Sons, and with speaking telegraph and block telegraph instruments working in all directions, and applying separately to these various up and down lines. The next cabin on the London side of the Edgware Branch Junction cabin is 165 yards on the south of the south end of the Finsbury Park station platform, and these two cabins are 416 yards apart from each other. This latter cabin is for the protection of the Seven Sisters Junction and of the Finsbury Park station from the south, and is provided with similar apparatus and appliances. In each of these cabins there are "miniature" semaphore arms, working from the other cabin; and one of the miniature arms in the Seven Sisters cabin is worked as a distant signal from the Edgware Junction cabin, and interlocks with the down home and distant signals of the former cabin.

On the morning in question, the signal man in charge of the Edgware Junction cabin, lowered his miniature semaphore signal in the Seven Sisters cabin, after learning by telegraph the approach of the passenger train No. 92, 10.50 a.m., down from King's Cross, and the Seven Sisters Junction signalman admitted that train upon the slow line to the Finsbury Park station platform. As that train was coming to a stand at the platform, the Edgware Junction signalman received the telegraph signal "be ready" from the Seven Sisters cabin, which indicated that an engine or train had passed the Caledonian Junction, $1\frac{1}{2}$ miles from him, and was on its way towards him. Under the impression that this might be an excursion train, which was entered in the printed weekly working time table as due to leave King's Cross at 10.45 a.m., and which it would be desirable to give precedence over the slow train then standing at the platform, the Edgware Junction signalman at once lowered the miniature semaphore arm for the fast down line in the Seven Sisters cabin. As soon as he had done so he asked the signalman at Holloway, about a mile south of him, by telegraph, "Is it special;" and he received in reply words "No; engine and break." He therefore turned the miniature arm in the Seven Sisters cabin to danger again, and lowered the signal for No. 92 down slow train to start from the station along the slow line. As this train was passing his cabin, he saw the engine and break approaching the station on the fast line, and he observed that the engine-driver was proceeding at a speed, as he believed, of 25 to 30 miles an hour, and was not prepared to stop, in obedience to his home fast line signal, which stood at danger over his cabin. He therefore went to the outside of his cabin, held up his arms, and after shouting to the engine driver, threw a piece of a bottle at him, in the hope of attracting his attention; and he saw him

attempting to stop his engine as he passed under the signal cabin. The slow passenger train was then already beyond the cabin, and the engine came into collision with it, striking nearly the middle of the train, at the point of junction of the down slow and fast passenger lines, 160 yards on the north of the cabin. This signalman asserts positively that although he lowered his miniature arm in the Seven Sisters cabin, he did not at any time during the approach of the engine and break lower the arm above his cabin which applied to the down fast line, and that he had again raised the miniature arm in the Seven Sisters cabin to danger before the engine and break came in sight of him.

The Seven Sisters signalman had telegraphed "be ready" to the Edgware Junction cabin at 10.59, after receiving the same notice from Holloway, but without knowing whether that notice applied to an engine or to a train; and the Edgware Junction signalman lowered his miniature arm in the Seven Sisters cabin as soon as that notice had been received by him. Receiving the signal "in" (with one tick) from Holloway, which indicated that a passenger train was approaching on the down fast line from that station, the Seven Sisters signalman lowered his signals for that train to pass his cabin, and for it to proceed as far, at all events, as the station platform. Looking southward, he saw an engine and break carriage pass his down distant signal; and as soon as it had done so, he saw the miniature arm in his cabin altered to danger. He then did his best to turn his home and distant signals to danger also, commencing with the latter; but he was unable to do so without first stepping on the locking frame, and pressing down the miniature arm to release the locks applying to the levers by which those signals were worked. He altered his distant-signal before the engine passed his cabin, but after it had passed that signal; and he was unable afterwards to alter his home signal before the engine had passed his cabin and that signal. Finding that he could not do so, and thinking that the engine-driver was going too fast to stop short of the Edgware Branch Junction, he put his arms up, and endeavoured to attract his attention; but the engine-driver did not appear to notice him, and passed his cabin with his steam on, at a speed, as it seemed to him, of about 20 miles an hour. The slow train was leaving the platform as this engine passed the Seven Sisters cabin; and the home fast line signal at the Edgware Junction cabin was "at danger," while the home slow line signal from that cabin had been lowered for the slow train to pass. This signalman did not see the home fast line signal lowered from the Edgware Branch cabin at any time after the engine and break left Holloway.

The engine and break-carriage in question left King's Cross passenger station a little after 11 o'clock for Wood Green, to take up one of the company's auditors, and other officers, who were engaged in stock-taking on the line. The engine driver found the signals of the Copenhagen Junction, $1\frac{1}{2}$ miles from Finsbury Park station, at danger; and almost pulled up in obedience to them. At the Caledonian and Holloway Junctions the signals were down; and at the Seven Sisters Junction the signals were also right for him to proceed. He asserts that when he first looked up at the Edgware Junction cabin the home signal for the fast line on that cabin was "at caution," beyond which it is never lowered. He saw (he says) this signal at caution when he was on the further side of the Seven Sisters down distant signal, or about $\frac{3}{4}$ of a mile from it; and he did not see it again until he was within about 50 yards of it. His attention was then attracted to it by the proceedings of the signalman, who appeared to be leaning out of the window, and making signs with his hands; but he heard no shouting or noise, and was not aware of anything having

been thrown at him. Looking up at the signal arms on the cabin, after seeing the gestures of the signalmen, he observed that the semaphore arm for the fast line was up at danger, while the arm for the slow line was down at caution. He did his best then to stop his engine, and reduced his speed from (as he believes) 30 miles an hour, and had nearly brought it to a stand before it struck the passenger train as above described. The engine and break-carriage remained on the rails, and they were neither of them damaged, nor was any one who accompanied them injured.

The fireman corroborates the statement of the engine driver, in stating that he saw the Edgware Junction fast line home signal "down" as he passed Holloway; but he did not notice it again after he passed the Seven Sisters distant-signal, as he was busy with his fire, until the driver suddenly called to him to "hold on," as they approached the Edgware Junction cabin. They appear to have been steady, experienced men, and they had served in the same capacity, the engine driver for five years, and the fireman nearly seven years, in the service of the company.

The passenger train, which was thus struck in passing from the slow to the fast passenger line, left Holloway at 10.57, reached Finsbury Park station at 10.59, and started again at 11 o'clock for Hornsey and Wood Green. It consisted of an engine and tender, and nine carriages, of which two were break carriages. The engine driver saw the home signal at the Edgware Junction for the slow passenger line lowered in due course. He started in the usual manner for Hornsey, and he saw nothing of the engine on the fast passenger line until it came into collision with his carriages at the point of junction between the slow and the fast lines. He was travelling at a speed of eight or nine miles an hour, and felt, first a push from behind, and then a drag upon the train, and on looking round he saw an engine close to his carriages, and found his train brought suddenly to a stand. The guard in the front break-carriage felt an unusual jolting between the engine and his carriage, and looking round he saw two ladies getting out of a carriage, and he ran to stop them, after observing that there could be no further danger. The guard in the last break-carriage, at the tail of the train, heard the signalman shouting from the Edgware Junction cabin, and saw him holding up his arms, and making signals of danger to the driver of the engine on the fast line, while the tail of the passenger train was passing the signal cabin. He saw the engine (on the fast line) pass his van (on the slow line) before he had gone more than 8 or 10 yards beyond the signal cabin. He had no means of attracting the attention of his own engine-driver, but he applied his break, and kept it on till the collision occurred. He saw the engine driver and fireman of the engine on the fast line doing all they could to reduce their speed; and he also saw that engine come into collision with the third carriage of his own train. Five of the carriages of that train were pushed off the rails, with all their wheels, and the sides of two of them were to some extent damaged. Three of the passengers by that train have up to the present time complained of injury.

In this case no blame can attach to the servants of the company with the passenger train, which was started from the Finsbury Park station in due course, after the signals had been duly lowered from the junction cabin to allow it to proceed. There would seem to be good reason to believe the statement of the signalman at the Edgware Junction, that although he turned off the miniature semaphore arm in the Seven Sisters cabin, he did not lower the home semaphore arm applying to the fast line at his own cabin; and this being the case, he cannot be blamed for allowing the slow train to start when he found that it was an engine and break-carriage only, and not an excursion train, which was travelling from Holloway on the fast line. The signalman at the Seven Sisters junction, again, acted properly in lowering his home and distant signals for the fast line after the miniature arm in his cabin had been turned off from the Edgware Junction cabin; and it was not his fault that he could not replace these signals more quickly to danger after the miniature arm was turned to danger. The driver of the engine on the fast line was no doubt deceived by seeing the home and distant signals lowered from the Seven Sisters cabin, and was betrayed into over-confidence as to the line being clear. In the ordinary working of the line those signals would certainly not have been lowered for a through train, unless it were intended that such a train should proceed without stopping along an unobstructed line. But the engine-driver cannot be acquitted of blame, inasmuch as it was clearly his duty to look out for and obey the home signal over the Edgware Junction cabin, and he would, if he had so kept a better look-out, have had no difficulty in bringing his engine to a stand short of that cabin. The reversal of signals once given is, as a rule, very undesirable; and other accidents of a more serious character have been caused by this unfortunate practice on different lines of railway. The signalman at the Edgware Junction would have acted more prudently if, after he had raised the miniature arm in the Seven Sisters cabin to danger, he had waited to see that the engine and break-carriage came to a stand, or nearly so, on the fast line, and if he had not allowed the slow train to start until it did so. But besides trusting, as he no doubt had the right to do, to the home signal at his cabin, he may further have supposed that the engine and break-carriage were going to be shunted back, as is often done, short of the junction at which the collision occurred, and this man cannot, as I have already stated, be blamed for the collision.

One imperfection has, however been brought to light by this occurrence, which should, and no doubt will, be at once corrected. The miniature semaphore arm in the Seven Sisters cabin worked from the Edgware Junction cabin, not only locks the down home and distant signals from the former cabin at danger when it is itself at danger, which it ought to do, but it also locks those signals at all right when it is again turned to danger, which it ought not to do.

I have, &c.

H. W. TYLER.

*The Secretary,
Railway Department,
Board of Trade.*

Printed copies of this report were sent to the company on the 4th July.

GREAT NORTHERN RAILWAY.

Sir, *Newark, 23rd June 1870.*

In compliance with the instructions contained in your minute of the 21st instant, I have the honor to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the morning of the 21st instant, at 1.25 a.m., near the Newark station on the Great Northern Railway.

An excursion trip was arranged, as by the enclosed printed bills, to leave Leeds at 1.25 a.m., and various other places in Yorkshire at the different times mentioned in the bills, for London. The excursionists were to reach King's Cross station in London at 8.28, according to the weekly working time-tables; and they actually arrived there at 8.50 a.m. After more than 12 hours in London, the excursionists started from King's Cross on their return journey punctually at 9.20 p.m.; and they were due to reach Leeds at 4.20 a.m. on the 21st of June, and other places up to 4.40 on the same morning.

Altogether, 381 tickets are said to have been issued for this trip; and the combined train, in leaving King's Cross on its return journey, consisted of an engine and tender, and 23 carriages and break-vans, in the following order:—

Engine (No. 58) and tender.			
Leeds portion in charge of Guard Hulford.	Break-van	-	No. 59
	Third-class carriage	-	" 57
	First "	"	" 116
	Second "	"	" 120
	Third "	"	" 108
	Third "	"	" 231
	Third "	"	" 150
Bradford portion, Guard Pearman.	Third-class break carriage	-	" 88
	First-class carriage	-	No. 87
	Third "	"	" 15
	Third "	"	" 166
Halifax portion, Guard Rush- worth.	Second "	"	" 63
	Second-class carriage	-	No. 31
	First "	"	" 73
	Second "	"	" 27
York portion, Guard Walton.	Third "	"	" 159
	Break-van	-	" 50
	Second-class carriage	-	No. 6
	Second "	"	" 66
	First "	"	" 100
	Third "	"	" 73
	Third "	"	" 207
	Break-van	-	" 118

This train was timed to leave Grantham, 105½ miles from London, at 1.2 a.m.; and, after stopping at that place, it started at 1.4 a.m. according to Guard Rushworth, or 1.5 a.m. according to the record-book of the Grantham station signalman, 2 or 3 minutes late. It was not timed to stop again until it reached Retford, 33 miles from Grantham, at 2.12 a.m. But after it had proceeded for a distance of 14 miles, and as it approached a three-arched bridge over the line, known as the Clay Lane Bridge, 1,137 yards on the south of the Newark station, at a speed of 30 to 35 miles an hour, the guards of the Bradford, Halifax, and York portions of the train, who were looking out from their vans or break-carriages, noticed that the Newark distant-signal showed a white light for the train to proceed. They were then descending a falling gradient of 1 in 300, two miles long, from Claypole to Newark, and rounding a curve with a radius of 120 chains. Without previous warning, without having heard any other signal from the engine than two whistles which the engine-driver always gives at or near that spot, for a level crossing of the Midland Railway on the north of Newark station, and without having seen any engine or train

on the other line of rails, they suddenly experienced a succession of shocks, and were much jolted about until the train came to a stand.

On recovering themselves, these guards went, one towards the north and the other towards the south, to protect both lines of rails; and the third guard, Pearman, remained with the train, to render assistance.

It was then found that the engine, which had been turned round end for end, and turned partly over, was lying on its side against the slope of the cutting in which this part of the line runs. The tender was also turned over, and lay with its wheels in the air on the up line, a little to the north of the engine. The leading break-van was opposite the tender on the east of the up line, with its body completely destroyed, and its framing, wheels uppermost, partly on the remains of its body. The third-class carriage No. 57, stood on its wheels, behind the leading break-van, and still coupled to it. The first-class carriage No. 116, which took a westerly (while the others had taken an easterly) direction, stood on its wheels, on the west side of the down line, with its off sides grazed and its ends broken in. The second-class carriage No. 120, and the third-class carriage No. 108, were also in front of the engine, and close to No. 116, but were broken to pieces. All the remaining carriages stood on their wheels, behind the above, in a continuous line, nine of them on and nine of them off the rails. Of these eighteen carriages, all had their off sides grazed, and five were so much damaged by bent axles or broken axle-boxes, that they could not be taken beyond the Newark station.

The engine appeared to have come into collision, first with a waggon which partly obstructed the down line, and then with a pier of the bridge over the line; and, after having been turned round by the momentum of the tender and the train behind it, to have been forced partly up the slope of the cutting before it fell into the position above described. It was not so much damaged as might have been expected; but the funnel was knocked off, it had evidently received some severe treatment on the off side, and the framing, coupling rods, and other parts were more or less damaged. The engine-driver was killed on the spot, and the fireman was so much injured that he died in the course of the day.

The passengers were, no doubt, fewer in number on the return than on the up journey, but it cannot be exactly ascertained how many of the 381 who had taken tickets were in the train. Sixteen have, up to the present time, died; and forty others have complained of injuries of a more or less serious character. The guard Hulford, who rode in the leading van, the body of which was destroyed, has suffered severely from contusions, but it is hoped that he will not be permanently injured.

The waggon which thus partly obstructed the down line belonged to a goods train which was proceeding along the up line in the opposite direction, and which must have been approaching the Clay Lane Bridge from the north at the same time that the excursion train approached it from the south.

This goods train left Doncaster at 12, midnight, punctually, for London, where it was due to arrive at 7.20 a.m. It stopped in due course at Retford, and left that station, after a delay of ten minutes, at 12.50, five minutes before its appointed time. It was not booked to stop at Newark, and it ran through that station at a speed of 23 or 25 miles an hour, and continued that speed up to the Clay Lane Bridge. After the engine-driver had passed under that bridge, he felt a sudden jerk, and he at once perceived that his engine and tender sprang away from the 29 waggons and a break-van, which composed his train. He did not dare to slacken his speed too suddenly, but partly

closed his regulator, and got down on his footstep to listen and look out for his train, which he supposed was following him. While he was in that position, he saw an engine and train approaching in the opposite direction on the down line, which he recognized, by a white light on the funnel, in addition to the usual headlights, as a special train. He held out his arm, by way of giving a signal to the engine-driver of that train; but as he stood on the footstep, and as the steam was beating down upon him, he thinks it improbable that he could have been seen from the other engine. He neither heard nor saw anything further until, finding that his train was not following him, he brought his engine to a stand south of the Barnby Road level crossing, and 760 yards from the bridge. He then ran back to look for his waggons, directing his fireman to follow him steadily with the engine. He found the leading waggon of his train 300 yards, as he thought, from where he stopped with his engine; and he proceeded to couple his tender to the waggon, under the impression that the goods train was now complete again, and that after he had re-attached his engine to it he would be able to proceed on his journey. While he was in the act of coupling up, the guard Walton came up to him, and informed him that a portion of the goods train had broken loose, and fouled the down line, and that a very serious accident had occurred. The engine-driver then went to the scene of the accident, to see what assistance he could render, while the guard Walton went further southward to block the down line.

The guard who rode in the break van at the tail of the goods train felt a sudden stoppage to his train as he was passing under the Clay Lane Bridge; and he was thrown forward with his chest against the handle of his break, and into the front compartment of his van. As soon as he had recovered himself, he got out of his van, and went forward to see what was the matter. He found that the end of one of his waggons had fouled the down line, and he had just time to walk round that waggon before the excursion train reached it. He noticed that six other waggons were off the rails of the up line, besides the waggon which fouled the down line, and he had not gone ten yards beyond the latter waggon before he saw the excursion train coming towards him, and heard the engine-driver of that train whistling, apparently, either for the Newark signals or for the Midland level crossing. He showed a red light to the engine-driver, and immediately afterwards, while standing on the up-line, he saw the engine of the excursion train strike the waggon which was partly on the down line. This waggon was on its side, partly on the 6-foot space, with the wheels pointing southward, and was forced back by the effect of the collision against the other six waggons, which were irregularly placed behind it, partly on the up-line and partly in the 6-foot space; and it appears to have become jammed against and backed up by the other waggons, to have grazed all the passenger carriages in succession as they passed it, and, probably, to have caused some of the injury to the passengers. But the principal injuries were no doubt received in the third, fourth, and fifth vehicles next behind the tender, and especially in the fourth and fifth, which, having run in between the three first on the off-side, and the engine on the near-side, were almost destroyed on the slope of the cutting west of the line.

The night was dark, and the engine-driver of the excursion train, who can no longer speak for himself, would have seen no indication of danger until he was close upon the waggon which partly obstructed the down line. The engine which he met on the up line would have presented to him only the usual head lamps, consisting of two green lights. He would have seen nothing in the goods van but a white light from the front of the off side-light on that van; and the red light from the hand-lamp of the goods guard would have been visible to him for a moment only before the collision occurred. According to the guard

of the goods train, who looked at his watch immediately afterwards, the collision occurred at 1.30, while the evidence of a guard of the passenger train gives 1.25, by his watch, as the exact time of the collision.

It appeared, after the accident, that the goods train had become divided into three parts. The engine and tender, as already stated, ran forward by themselves. There were 21 waggons, of which the last, No. 3238, had no wheels under it, brought to a stand 310 yards south of the Clay Lane Bridge; and the remainder of the train, consisting of eight waggons and the break van, were found as already described; the remains of these last waggons lying, some of them, as far as 63 yards south of the bridge.

The permanent way on the north, and for 183 yards on the south of the bridge in question, was relaid in September 1869, with new rails, chairs, keys, and sleepers. The rails on this part of the up-line are of steel, weighing 82 lbs. to the lineal yard, fished at the joints with suspended plates and four bolts and nuts, and in lengths of 21 feet. The chairs are of cast-iron, and weigh 36 lbs. each, and they are secured to the sleepers by one spike and two trenails to each chair. The sleepers are of Baltic red timber, and measure 8 feet 11 inches by 10 inches by 5 inches. This part of the line was in excellent condition, and there was no defect in it which would in any way account for the accident.

The disturbances which were observable in the permanent way after the accident were on different portions of both lines, and arose from different causes. At 52 feet on the north of the bridge, there were indications, first on the east of the up line, where apparently the near horn-plate of a waggon had dropped upon the sleepers, and had slightly marked them or injured them in passing over them. A few feet further to the south, the middles of the sleepers were more strongly indented in several cases, as if by a broken axle or some fractured material under a waggon. There were then heavier marks on the sleepers on the east side of the up line, and the marks on the sleepers in the four-foot space trended gradually towards the down line, until, at 38 or more yards south of the bridge, the seven waggons were brought to a stand, as already described, off the rails, principally in the intermediate space and across the up line, while one of them partly obstructed the down line. Behind these seven waggons, there were a London, Chatham, and Dover waggon, and the break van at the tail of the train, both of which remained on the rails. The damage to the permanent way on this part of the line, where some portion of the goods train first left the rails, and where, in fact, the accident originated, was thus comparatively slight; whilst the damage done to the same line further north, where the tender and some of the carriages were thrown across it, was more considerable,—in the bending of rails, and the fracture of chairs; and the down line was much damaged on both sides of the bridge, and especially on the north of the bridge, where several iron rails were broken,—one into seven pieces,—by the engine, tender, and carriages, shortly before they were brought to a stand. About 80 chairs have been fractured on both lines, and 10 new rails have been inserted in the place of those which were fractured.

In considering the primary cause of this accident, it would appear, in the first place, that no blame can be attached to any one connected with the excursion train, and that a waggon was suddenly thrown in the way of that train from the goods train which met it travelling on the up line in the opposite direction. It is clear, in the second place, that the damage to the goods train, which caused seven of its waggons to leave the rails of the up line, and one of them partly to obstruct the down line, was occasioned by something which occurred either to the waggon No. 3,238, or to some waggon behind it. The waggon No. 3,238, which was found at the tail of the second portion of the goods train, after that portion was brought to a stand, belonged to the Manchester, Sheffield, and Lincoln-

shire Railway Company, and was loaded at Crowle with potatoes for London. It was marked to carry "load six tons;" and the weight of its load, as by the invoice, was 5 tons 14 cwt., while its own weight was, as marked upon it, 4 tons 10 cwt.

The leading axle of that waggon had been fractured close to the boss of the left (near) wheel, and that axle was found 36 yards on the south of the bridge, with one wheel attached to it, much bent, about 7 yards on the east of the up line, under the wreck of one of the waggons. The wheel which had become detached from that axle was about 20 yards south of the axle, and clear of the waggons, but also on the east of the up line. The trailing wheels and axle of the same waggon were found between the above broken axle and the detached wheel, jammed under the front of the leading waggon, off the rails, on the up line side.

It would appear, under all the conditions of the case, that the leading axle of the waggon No. 3238 was the first to give way; that the marks on the sleepers north of the bridge were occasioned by the horn-plates of that waggon dropping outside of the rails of the up line, and by the broken axle falling between the rails of that line; that the broken axle offering an obstruction to the trailing wheels and axle of the same waggon, these were swept from under the waggon; and that these last wheels and axle again coming in the way of the waggons behind it, these latter were thrown off the line, and forced into the positions already described.

And it was merely a result of this state of things, that the engine of the excursion train, meeting with the waggons which partly obstructed the down line, was forced off the rails of that line, on the outside of the curve; that its side was grazed in passing, as were also the sides of the carriages, by the obstructing waggon, as that waggon became jammed against those near it; that it struck the pier of the bridge with great violence, and its funnel indented the arch of the bridge deeply as it passed under it; and that the engine, tender, and carriages finally ran forward or fell into the positions which have already been noticed.

I inclose a sketch of the section of fracture of the axle, taken from the portion left in the boss of the detached wheel. It measured $3\frac{1}{2}$ inches in diameter in the boss of the wheel, $3\frac{1}{2}$ inches in the middle, and $2\frac{1}{2}$ inches in the journal; and it showed clearly an extensive flaw, which had, no doubt, grown by degrees during the running of the axle. The sound portion of the axle measured from $2\frac{1}{2}$ inches to 3 inches across the fractured section. This axle was originally manufactured by the Patent Shaft and Axletree Com-

pany; but there is no means of ascertaining how many miles it has run, it not being considered to be practicable to keep any record of the running of goods waggons, and such record not being attempted to be kept, though it is assumed that each goods waggon runs about 250 miles a week on the average.

The waggon itself, No. 3238, was delivered to the Manchester, Sheffield, and Lincolnshire Company on 23rd March 1852, by Mr. John Ashbury, of the Britannia Carriage Works, Openshaw, near Manchester. Nothing is recorded concerning it until June 14, 1859, when it was thoroughly repaired. In July 1861 it was slightly repaired at New Holland; and it received various repairs at 27 different dates up to December 31, 1869. It was then last sent out of the workshops, and it has been running ever since. It was, immediately before the accident, transferred to the Great Northern Company at Doncaster, and it was examined at that place, as well as at Retford, on its journey towards the scene of the accident, together with the other waggons in the train. The waggon examiners at those places, as well as the greasers, found all the waggons of the train with their axles cool and apparently in good condition; and neither their tapping of the wheels, nor their examination, could have detected the flaw which has now been brought to light.

Two other axles belonging to the goods waggons of the same train were found after the accident to be fractured, one into three, and the other into two pieces; but these fractures, which were very different in appearance, and further from the wheels, were no doubt the results, and had nothing to do with the primary cause, of the accident.

The real cause, then, of this lamentable accident, so fatal to life, appears to have been the failure of the leading axle of the waggon No. 3238, in consequence of a flaw, which has grown in it in the course of years, and which no ordinary examination would have detected. The axle was of a size which would not now be constructed, those of more modern construction for similar duty being made—say five-eighths of an inch larger, or about $4\frac{1}{2}$ inches in diameter in the boss of the wheel. The serious character of the present collision cannot but lead to increased apprehension in regard to, and greater care in the use of, axles of this description, and to their being replaced, as soon as that can be done, by the heavier axles, the necessity for the introduction of which has been so unfortunately demonstrated.

I have, &c.,
H. W. TYLER.

*The Secretary,
Railway Department,
Board of Trade.*

Printed copies of this report were sent to the Great Northern and the Manchester, Sheffield, and Lincolnshire Railway Companies on the 4th July.

GREAT SOUTHERN AND WESTERN RAILWAY OF IRELAND.

*Board of Trade,
Railway Department,
Whitehall, 28th May 1870.*

SIR,

IN compliance with the instructions contained in your minute of the 19th instant, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 14th inst. on the Tralee and Killarney branch of the Great Southern and Western Railway of Ireland.

One passenger was very seriously hurt; ten others have complained of injuries, more or less severe. The breaksman, who was travelling in the last vehicle of the train, was also hurt.

On the day in question, a train, which consisted of an engine and tender, a break van with a guard, 17 loaded waggons, a composite carriage, and a break van with a breaksman, left Tralee for Mallow, at 6.10 p.m.

The vehicles were coupled together in the order given.

The train was ten minutes late in leaving Tralee. It is a goods train, to which a passenger carriage is attached for the convenience of the public; but the train is not inserted as a passenger train in the company's time tables.

When the train got about four miles from Tralee, and was travelling at a speed of about 20 miles an hour, the axle of the last goods waggon but one broke close to the axle box.

The vehicle at the time was ascending an incline of 1 in 170, but the engine of the train had got over the summit, and was descending an incline of 1 in 170. The first marks of any vehicle being off the rails were found about 20 yards to the south of an overbridge, near the 57½ mile-post from Mallow. A few yards further on, the marks of two sets of wheels being off the rails were plainly visible on the sleepers, and at 135 yards from the place where the first marks are found on the sleepers the composite carriage remained. It was half turned over on its left side, and very much broken, from having struck violently against the right side of the rock cutting through which it was passing.

Several pieces of the rock were broken off, both ends of the carriage were broken in, and all three axles were bent.

One of the waggon wheels, and the larger portion of the broken axle, appear to have got under the passenger carriage before it reached this point. The

floor of the carriage was much broken, the couplings between it and the waggon next in front of it were broken, and the carriage was turned across the rails, against the side of the rock cutting. Six of the passengers in the front part of the carriage were thrown out by the collision. The five passengers in the back part of the carriage were taken out afterwards.

The first notice that the engine-driver appears to have had of anything being wrong was when he felt the train pulling heavy. The heavy drag was probably caused by the carriage striking the rock, and the two waggons in front of it being off the rails.

When the driver looked round he could not see the passenger carriage, which had parted from the train.

He did his best to stop the train, and called to the guard, who was riding in the break van next to the tender, to put on his break; but the train was on a falling gradient of 1 in 170, and the engine was not brought to a stand till it reached a spot 700 yards from the place where the first marks were found on the sleepers. The wheel, with the piece of the broken axle inside the axle box, remained attached to the waggon, which was the 16th waggon of the train. This waggon, and the one behind it, were the only vehicles in the front part of the train (which separated from the passenger carriage) that got off the rails.

One rail of the permanent way was found bent and cracked. This rail was at the near side, about half-way between the place where the passenger carriage struck the rock and the place where the first marks were found on the sleepers.

The waggon, of which the hind axle gave way, was a covered goods waggon. It weighed about 5 tons 2 cwt., and was intended to carry 5 tons of goods. It was loaded with 3 tons 17 cwt. of butter at the time.

The axle at the point of fracture, which was close to the boss of the wheel, was 4 in. in diameter. There was an old flaw, from ¾ths. to ½ in. deep for the whole circumference, at the place of fracture.

This could not well be detected without taking the axle and wheels off the waggon. The axles are now usually made an inch thicker in diameter.

The accident was caused by the fracture of the hind axle of the 16th waggon of the train.

I have, &c.,

*The Secretary,
Board of Trade,
Railway Department.*

F. H. RICH,
Lieut.-Col. R.E.

Printed copies of the above report were sent to the company on the 15th June.

LANCASHIRE AND YORKSHIRE RAILWAY.

SIR,

Manchester, 28th May 1870.

IN compliance with the instructions contained in your minute of the 12th instant, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 10th instant at the Miles Platting station on the Lancashire and Yorkshire Railway.

This station is nearly a mile and a half from the Victoria station at Manchester, and contains passenger platforms for the Ashton branch as well as for the main line. The junction of the main line and the branch is on the west or Manchester side of the station, and there are numerous sidings on both sides of the main line west of the junction. The sidings on the south of the main line communicate with the branch and the main line between the junction and

the station. The junction signalman is provided with a cabin, and with levers in the cabin for working his points and signals, and he has the means of communicating by bell with another signalman, stationed in a cabin about 200 yards to the east of him, on the main line up platform. There is a signal for the protection of the main line and the branch from the sidings, which is worked by wire from the cabin of the platform signalman.

On the day in question, the 8.20 a.m. passenger train from Ashton reached Miles Platting in due course, consisting of a tank engine and five carriages, fitted with continuous breaks. The tickets having been collected, and the signal having been lowered for it to start for Manchester, the engine-driver put his train in motion at 8.45 a.m., in the ordinary course. As he was crossing the junction of the sidings above

LONDON AND NORTH WESTERN RAILWAY.

CARRIAGE WHEEL (MANSELL'S PATENT)

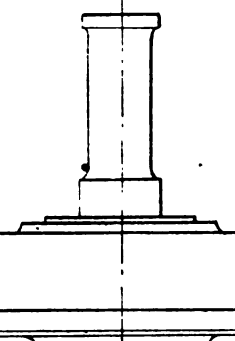
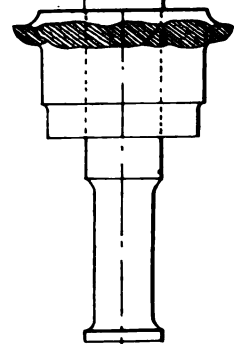
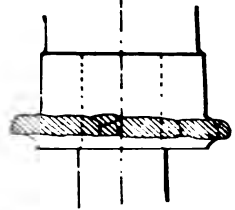
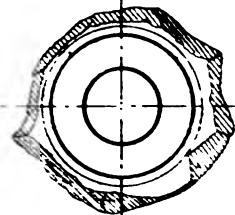
Broken under No. 5 Caledonian Post Office,

in Accident at Gray Rigg, April 10th 1870.

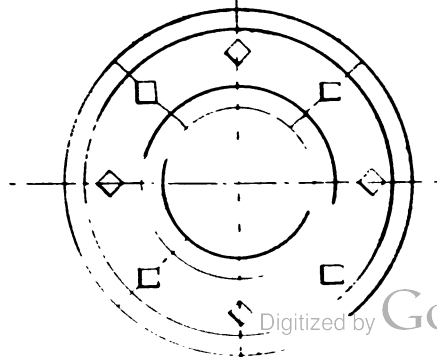
Wolverton Works, May 21st 1870.

SCALE: 9 Inches-1 Foot.

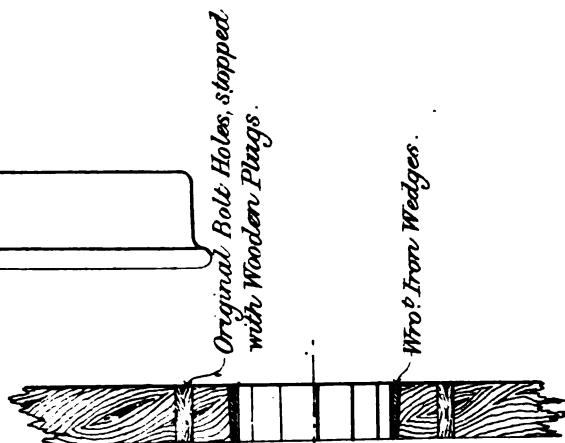
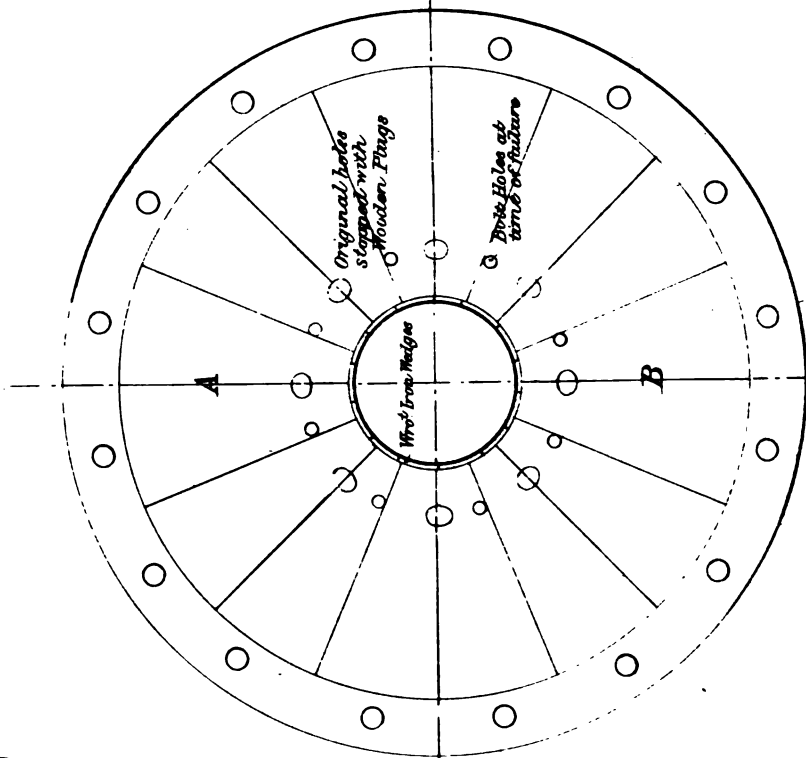
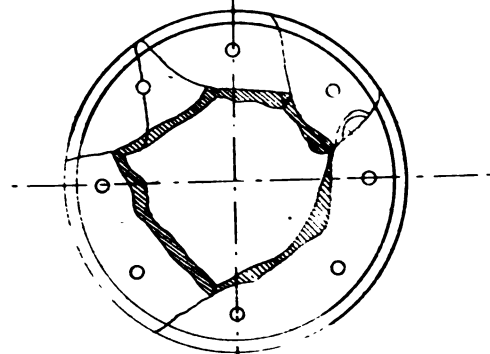
FRONT VIEW OF BOSS.



OUTSIDE RING.



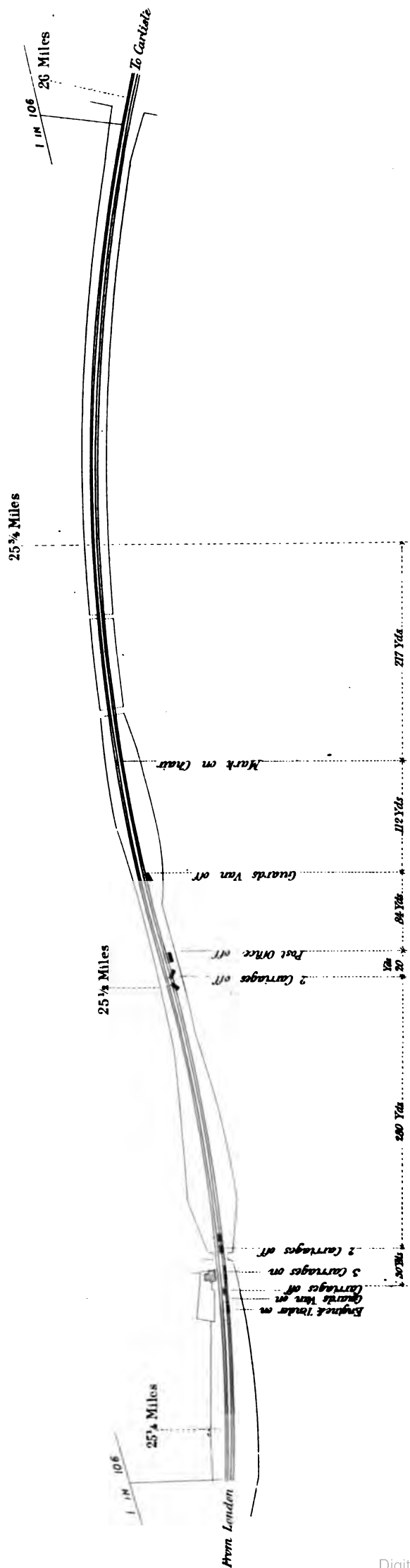
FLANGE OF BOSS.



SECTION THROUGH A.B.

April 10th 1870.

Scale 6 Chains - 1 Inch



referred to with the branch lines, he observed that an engine was coming out of the sidings towards him. He had no time to reduce his speed from three or four miles an hour, at which he was travelling, before the engine from the siding struck a first-class carriage, third from his engine, and which was therefore in the middle of his train. The guard, who was riding in a break compartment of the leading carriage, also saw the engine approaching from the siding, but had no opportunity of applying his break, and considered that it would be useless to do so.

The engine from the siding, coming into collision with the leading compartment of the first-class carriage referred to, destroyed that compartment, and slightly damaged the compartment next behind it. The leading end of the framing was also much damaged, and the carriage, being driven back, with those behind it, was detached from the engine and the two carriages which were in front of it. The second-class carriage, second from the engine and in front of the first-class carriage, was grazed, and lost its footsteps, but did not leave the rails. The two last carriages of the train, which were third-class carriages, were not damaged nor thrown off the rails. Five of the passengers have complained of injury, and one of the company's servants, who was travelling as a passenger, was also injured.

The engine which thus came into collision with the passenger train was No. 283, a six-wheel-coupled goods engine. The engine-driver had come on duty that morning at 4.25 a.m., and had run three trips with goods trains between Miles Platting and Ardwick, a distance of two miles. On his return to Miles Platting from the last of these trips, at 8.25, he dropped off his engine as it passed the passenger platform of the Ashton branch, and went into the porter's room to get his breakfast, leaving the engine to run on into the siding in charge of his fireman. The fireman reached the siding in due course, with one waggon attached to (and pushed in front of) the engine. He got off the engine, and coupled up the one waggon to seven other waggons which were standing in the siding. The guard of the goods train walked up to him from the porter's room, and told him, as he says, to "Go on, and come into Sheffield siding." But the guard states that his expression was "Sheffield siding" only, and that he did not intend the fireman to move the engine forward so as to run out of the siding in which he was standing as long as the siding signal was at danger. The guard uncoupled the engine from the waggons, and the fireman moved the engine, tender first, towards the line of the Ashton branch, not being aware that there was a passenger train at the platform, which the station buildings prevented him from seeing. In moving towards the branch line, to get clear of the siding points and back into the Sheffield siding, he saw the passenger train coming out of the station; and he reversed his engine, but too late to stop it, and to prevent the collision from occurring. There was a

hole knocked in the tank of the tender, which was not otherwise damaged.

The signal applying to the siding was at danger when the engine was thus moved out of it towards the branch line. The fireman knew the meaning of this signal, and saw that it was at danger, but he did not consider that he would be disobeying it in only coming through the points which connected the sidings together for the purpose of taking his engine from one siding into another siding; and it was not his intention to proceed across the branch line. He did not know that he might, by opening a pair of slip points which connect the siding with the up branch line, and by taking his engine over those points, have allowed room for his engine to get clear of the other siding points (with a few feet to spare), without fouling the branch line; and the guard had gone down to the Sheffield siding to prepare his train, and was not with the engine when the collision occurred.

The engine-driver was about 70 yards from the engine, and close to the junction cabin, when the fireman set the engine in motion. Seeing that the fireman was doing wrong, he ran towards the engine as fast as he could, calling out "hold on," and he jumped on the engine, and applied the tender-break; but he had hardly done so when the collision occurred.

The engine-driver had been in the company's service for 12 years, as cleaner, fireman, and extra engine-driver, and had been a regular driver since the 1st January 1870. The fireman had been four years in the company's service as a cleaner, and had acted occasionally as a fireman, but he had not been regularly appointed to that duty.

In this case, an acting fireman incautiously moved a goods engine towards the branch line, and in the way of a passenger train, and fouled the main line, in disobedience to a signal which was at danger to prevent the passenger line from being fouled from the siding. An extra precaution might be adopted, to prevent the passenger line from thus being fouled when the signal is at danger, by adding a chock-block or safety points, working with the siding signal in such a way that no engine or waggon could leave the siding while the signal is at danger; but such arrangements would probably, looking to the nature and character of the enormous traffic which is carried on at this station, and the constant shunting which is going on at these sidings, require to be *self-acting* for waggons shunted *into* the sidings; and the remedy really required is the general enlargement and improvement of the accommodation for goods traffic at this important station, so that the shunting of the goods engines and waggons in the sidings may be carried on independently of and without interfering with the passenger lines.

I have, &c.,
H. W. TYLER.

*The Secretary,
Railway Department,
Board of Trade.*

Printed copies of the above report were sent to the company on the 10th June.

LONDON AND NORTH-WESTERN RAILWAY.

SIR,
1, Whitehall,
12th May 1870.

IN compliance with the instructions contained in your minute of the 13th ultimo, I have now the honour to report, for the information of the Board of Trade, the result of my inquiry into the accident that occurred on the 10th ultimo, near Gray Rigg, on the London and North-western Railway.

The 12.47 a.m. mail train from Carlisle for London left Carlisle at 12.52, five minutes late, on the morning in question, consisting of an engine and tender, a guard's van, six composite and two third-class carriages, a Caledonian post-office (No. 5), and a break-van. The engine-driver ran for 42 miles, from Car-

lisle to Gray Rigg, at his usual speed, and passed Gray Rigg some three or four minutes late, without stopping. He had received, a week previously, in a printed circular from the manager's office, instructions to slacken speed between the 25½ and 26th mile-posts from Lancaster, in consequence of the lifting of the road. He accordingly slackened his speed after passing the Gray Rigg station, from 36 to 25 miles an hour. It was a dark rainy morning, and the engine-driver perceived a little oscillation in his engine shortly after passing the 25½ mile-post. He thought that the road was "rather unusually rough," and, his steam having previously been shut off, he reversed his engine, and applied steam against the engine, with a view to

stopping the train as quickly as possible. He did not whistle for the guard's breaks; but the fireman, feeling also the rough condition of the road, and seeing that the engine-driver was reversing the engine, applied the tender break, which was previously partly on. The train was now descending a gradient of 1 in 106, and the engine-driver perceived shortly afterwards that something was "dragging" behind him. He brought his engine to a stand as soon as he could, and fearing that the down line, as well as the up line, might be obstructed, he sent his fireman towards Oxenholme; and, after attending to his engine, he went northward to see what had happened.

The guard in the leading van perceived some unusual oscillation after leaving Gray Rigg, but did not think that anything was wrong until, after a few seconds, he felt a severe shock, which threw him down in the van. His break was already applied to a slight extent, and he got up as soon as he could, and turned it tight on, and kept it so until the train came to a stand.

The conductor rode in a second-class compartment of a composite carriage, which was the ninth vehicle behind the tender, and immediately in front of the post-office. He felt a "succession of violent oscillations or swayings," so much so that he jumped up in his compartment, for the purpose of attempting to seize the communication cord; but before he could reach it he felt that his carriage was off the rails. He was much "thrown about," and after holding on by different parts of the carriage, and struggling as well as he could, he found his carriage come gradually to a stand across the line on which he had been travelling.

The guard in the hind van applied his break after passing Gray Rigg, according to his usual custom, and after passing a field gate near the 25½ mile-post, he felt a good deal of oscillation. He gave his break handle another turn or two, and while doing so he felt his van jump off the rails. He was stunned, and does not remember, either how his van came to a stand or how he got out of it; but he ran back as soon as he recovered himself, with his lamp and detonating signals, to protect the train.

An examination of the line after the accident showed the train to be somewhat in the condition sketched in the accompanying diagram. The engine and tender and the leading van were all on the rails, and coupled together, and they had come to a stand at the Lamb Rigg level-crossing, between the 25½ and 25¾ mile-posts (from Lancaster), with the engine about 132 yards inside the former mile-post. Next behind the leading van was a carriage off the rails to the right (or east) by about nine inches. There were then three carriages on the rails, which did not appear to have left them, and two carriages off the rails, about 12 inches to the right, and the whole of these vehicles were still coupled together. The three carriages which had left the rails were somewhat damaged: the first had the bands on the top of both the *near* springs fractured, and some of the spring-plates cracked; and the other two had damaged or broken ends, springs, and step boards. At 280 yards behind the front portion of the train, which thus remained coupled together, there lay two carriages, standing in a Λ form, across the up line, but still on their wheels. They remained coupled together by one side chain, the screw coupling having given way, and they were not much damaged, except that the bands of the springs were fractured. Immediately behind the last-mentioned carriage, and coupled to it, was the post-office, on its side, entirely off the rails, and partially down the side of the embankment on which this part of the line runs. At 84 yards behind the post-office the hind van was lying partially on its side, and resting on its *near* wheels against the slope of a cutting on the *near* side of the line.

Strange to say, in spite of the serious nature of this accident, only two post-office clerks and one passenger, out of 40 or 50 who were travelling by the train, have complained of injury.

The most notable fracture connected with the rolling stock was that of the *near* leading wheel

of the post-office. This was a wheel of the description known as Mansell's Patent, constructed with a cast-iron boss, wooden disc, and wrought-iron rings for the attachment of the tyre. The disc of the wheel was found to be partly pushed off its boss for a distance of about three quarters of an inch towards the outside, while the boss remained firmly secured and keyed upon the axle. The outer cast-iron face-plate was cracked into three pieces, but the bolts which secured it to the inner plate forming part of the boss were all sound, and the nuts were tight upon them. The inner plate itself was broken into seven larger and one smaller pieces, and the fractures, though rusted in places, are still more or less bright where they have not been affected by water. The disc of the wheel appears, on examination, to have been previously used with the same boss, or with a different boss of the same description, inasmuch as it is doubly pierced, one set of holes, which have been much worn, having been plugged up; and another set of holes having been made for the boss which was on the wheel when the accident occurred. The disc had also been tightly packed with plates of iron to surround the boss, no doubt in consequence of its having become loose from previous wear. These and other points connected with the construction of the wheel and with its fracture are fully shown in the enclosed diagram, with which Mr. Bore, the carriage superintendent of the London and North-western Company, has been so good as to furnish me. The post-office to which this wheel belonged was the property of the Caledonian Railway Company.

The permanent way on this part of the line is laid with double-headed rails, weighing 84 lb. to the yard, and fished at the joints with wrought-iron suspended plates, and bolts and nuts. The chairs weigh 40 lbs. each, and are attached to the sleepers, each by two trenails and one wrought-iron spike. The keys are outside. The sleepers are laid transversely, three feet apart, on the average, from centre to centre. The road was relaid thus, with the ordinary London and North-western permanent way, about nine years ago. The roadway was in process of being lifted, an operation which had been continued for upwards of a fortnight; and the repairs which were being made at the same time had been carried on northward to within 100 yards of the first mark on the rail at the scene of the accident; while the lifting itself had been carried forward about a quarter of a mile north of that spot before the accident occurred.

The first mark observable on the permanent way after the accident, to show where any vehicle had left the rails, was 217 yards south of the 25½ mile-post. The outer rail of the curve which there occurs, with a radius of about 70 chains, showed a wheel mark, as of a flange of a wheel mounting it and crossing it obliquely; and the outer jaw of the chair in front of the end of that wheel-mark was slightly chipped and indented, indicating where the wheel had fallen on the outside of the rail. There were, a little in advance, corresponding marks on the ballast and sleepers, showing where, after the mounting of an off wheel on the outer rail, a *near* wheel had also dropped inside the inner rail; and these marks continued on the sleepers, and could be traced to the spot where the post-office lay, 196 yards in advance, on its side, on the edge of the embankment.

At a distance of 56 yards from the first mark on the rail, it was observed that a vehicle had left the rail on the opposite or inside of the curve; and these marks conducted plainly and directly to the spot where the van lay resting against the side of the embankment. The road was not much disturbed, though the sleepers were damaged, between the point where the first mark on the rail was observable and the point where the hind van lay, nor indeed for 50 yards beyond that point; but for 30 or 40 yards further in advance the rails, chairs, and sleepers were carried completely over towards the edge of the embankment; and this was evidently done by the wheels of the post-office, before that vehicle turned over and fell on its

side. The sleepers were much damaged, and a number of chairs were broken, for 300 yards further, and to the point where the engine and leading carriages came to a stand, but the rails were not displaced on that part of the line.

In considering the causes which have led to this accident, there would appear to be no doubt that the post-office was the first vehicle to leave the rails, and that the principal damage to the permanent way was effected by the wheels of the post-office, about 150 yards in advance of the spot at which that vehicle had so left the rails. It appears plain also that the hind van was the second vehicle to leave the rails, and that it had nothing to do with the origin of the accident.

As regards the permanent way, the platelayers had lifted it for a quarter of a mile north of and past the site of the accident, and they had left the sleepers uncovered by ballast, and had no spare ballast about, or any more than was employed in packing up the sleepers during the lifting. As tried by the engineer of the line on the morning of Monday—the day following the accident—the superelevation of the outer rail on the curve was found to be $4\frac{1}{2}$ or more inches, and to be uniform at and near the point where the first wheel mark was discoverable; and it was tested, with the same result, by the district engineer on the Sunday morning, five or six hours after the accident happened. The gauge between the rails is also said to have been correct to within a quarter of an inch. A number of new trenails now observable in the chairs are stated to have been inserted, some before, but more since, the accident; this remark applying specially to that part of the line where the post-office first left the rails; and two new sleepers have also been inserted since the accident, the one nine feet behind where the first wheel-mark was visible, and the other opposite to that mark.

The wheel of the post office, though fractured as above described, was found to be nearly complete in all its parts; but there were missing certain iron bolts or nuts, and a small portion of the inner plate (forming part of the boss), in a triangular form, with sides about two inches long. This portion was found twelve days after the accident, on the outside of the outer rail of a siding at Gray Rigg station, about two miles north of the scene of the accident, after having been much searched for by all the platelayers who were employed in maintaining and lifting the line. If this portion of iron dropped out of the wheel before the post-office left the rails, it would be fair to conclude that the wheel was fractured previously to the accident, and that the accident was caused by its

Printed copies of the above report were sent to the company on the 30th May.

CAPT. TYLER.

DEAR SIR,

Manchester, May 9th 1870.

I NOW send you the result of some trials as to the rusting of cast iron, as requested by you. I first placed several pieces of broken casting on the roof of a house in the sunshine, and subjected them to a constant intermittent wetting and drying process for five hours. The result was that a considerable coat of rust was produced even in less than five hours. Under these favorable circumstances the rusting of the iron was more considerable than I expected. These were not however the circumstances under which the broken wheel boss was placed, as the weather after the accident appears to have been a cold sleety rain for three hours, and afterwards showery. For the purpose of subjecting the iron more nearly to these conditions, I made four trials with pieces of a cast iron bar one inch square, and fresh broken into lengths of about two inches, standing them up on their rough ends. Two of the pieces were immersed in water, the top end of the bar being just above the surface of the water so as to keep it constantly wet. One of the other pieces stood on its rough broken end on a board, and the other on a piece of metal, and both these were wetted from

25306.

failure; but the evidence on this point is hardly conclusive, inasmuch as a number of broken chairs had been collected and taken from the site of the accident to the Gray Rigg siding two days before the finding of this piece of iron; and it is not impossible that this piece of iron might have been carried, with other pieces of iron, to Gray Rigg after the accident. It might, or might not, have been previously discovered, if it had lain at Gray Rigg from the time of the accident.

The carriage examiner at Carlisle, under whose scrutiny this train passed before it left for Gray Rigg, states that he carefully examined it all over, and that he is confident there was nothing the matter with any of the wheels when the train started from Carlisle.

The condition of the surfaces of fracture in the portions of cast-iron which have come from the broken wheel, is stated to have been nearly the same when the wheel was first examined after the accident as when I saw them on the 3rd May. Parts of these surfaces of fracture were still bright. Other parts were more or less covered with rust; and it would appear that the rust was almost as extensive over the surfaces, and as thick, five hours after the accident as on the 3rd May. There was no flaw in the material which would lead to weakness so as to cause those fractures, and it was impossible to say positively from their appearance whether there were any cracks in the wheel before the accident or not.

With a view to the further elucidation of this point, I requested Mr. Worthington, the engineer, and Mr. Bore, the carriage superintendent of the London and North-western Company, who took opposite views of the probable cause of this accident, to ascertain experimentally whether similar portions of metal, newly fractured and exposed under similar conditions to the action of water, would in five hours assume the appearances which were observed on the portion of the wheel in question five hours after the accident occurred. I inclose the letters which I have received, reporting the results of these experiments; and taking into consideration all the circumstances of the case, I am forced to the conclusion that the permanent way having been lifted, and the repairs having been in progress, the post-office was thrown off the rails in consequence of the defective condition of the permanent way, rather than from any failure prior to the accident in its own wheel.

I have, &c.

H. W. TYLER.

*The Secretary,
(Railway Department),
Board of Trade.*

time to time. The temperature was about 53° Fahr. I tried to reduce this in one case, but could not get it below 50°. At the end of five hours the bottom surfaces of all were nearly free from rust, though they were not bright.

The top surfaces were all more or less rusty, though not I think so rusty as the fractured boss is described to have been by the person who saw it five hours after the accident. The piece which showed the least rust on the top was that which had been wetted from time to time, but never allowed to dry.

I think that the bottom surface of the two pieces which were wetted from time to time, and which of course stood loosely on their bottom ends, pretty fairly represents the circumstances of the case, and these were very free from rust.

I am, dear Sir,

Yours truly,

S. B. WORTHINGTON.

*London and North-Western Railway,
Carriage Department, Wolverton Station,*

DEAR SIR,

May 12th, 1870.

I BEG to forward tracing illustrating the appearance of the breakage of the wheel under No. 5

Caledonian Post Office, at Grayrigg. I also send pieces of casting which I have tried under various conditions to see what their appearance would indicate, and it is obvious from these experiments that the rust which had accumulated over the broken parts of the casting of the wheels that failed, is easily ac-

counted for, inasmuch as both the night and the following day was extremely wet and foggy.

Yours truly,
Captain Tyler,
Board of Trade,
London.

R. BORE.

LONDON AND NORTH-WESTERN RAILWAY.

SIR, *Liverpool, 2nd May 1870.*

IN compliance with the instructions contained in your minute of the 19th ultimo, I have now the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 16th ultimo, at the Garston junction on the London and North-western Railway.

The Garston junction is about half a mile on the east of the Edge Hill station, and a mile and three quarters on the east of Liverpool. The branch line from Garston, which has now become the main line from London to Liverpool, joins the old main line from Manchester to Liverpool at this junction. There are a great number of sidings, and junctions of different descriptions with the main line, in the neighbourhood of Edge Hill and the Garston junction; and the cabins of the signalmen for working a complicated traffic are proportionally numerous. The signalmen communicate with one another by means of telegraph instruments and bells, or discs and gongs, and the cabins are in all cases provided with locking apparatus by Messrs. Saxby and Farmer. The cabin at the Garston junction is a large one, and contains 54 levers for working points and signals, as well as three telegraph instruments, three telegraph bells, three gongs, and four discs, as means of communication with three other cabins.

There are two signal posts, for the Liverpool and Manchester main line and for the Bootle branch, over the Garston junction cabin, and there are altogether 10 arms on these posts. Opposite to the cabin, and on the other (south) side of the main line, there is another signal post, the four arms of which apply to the Garston lines only; and all these posts have been placed exactly, or nearly so, opposite the junction points for the Garston and the old main lines.

The 6.35 a.m. passenger train, from Liverpool for Manchester, left the Lime Street station, Liverpool, at 6.39 on the 16th April, four minutes late. It travelled at the usual speed to Edge Hill; the Leeds portion went forward in advance, as usual, and the Manchester portion, consisting of an engine and tender, six passenger carriages, and a break-van, followed it (from Edge Hill) at 6.51. The engine driver of this latter train travelled slowly to Waver-tree Bridge, a quarter of a mile from Edge Hill, because he found it very foggy. After passing that bridge, he received an all-right signal from the flag of a platelayer who was employed as a fogman, and in passing the "glass-house" intermediate signal cabin he received another all-right signal from the white flag of the signalman there stationed. He then increased his speed, and he found the fixed signals at and from the Garston junction cabin lowered for him to proceed, and the points right for his train.

After he had passed through the junction points, and while he was travelling at a speed of 15 miles an hour, he saw an engine, apparently of a coal train, 15 or 20 yards in front of him. He shut off his steam, but he had no time to do more before his engine struck the engine of the coal train, the right buffer of the passenger engine coming in contact with the middle of the buffer-plank of the coal engine.

The buffer-plank of the passenger engine was broken, the framing was much bent, the cylinder cover was shifted and fractured, the slide blocks were broken, and the engine was otherwise strained and damaged. Two of the passenger carriages, a third-

class and a composite, of which the ends met, reared up; and in falling the body of the former buried itself to some extent in that of the latter. The tender, four carriages, and the break-van, remained on the rails, but the engine was thrown off the line with all its wheels. Altogether, 15 passengers have, up to the present time, complained of injury; and ten workmen, who were travelling to their duties in the third-class carriage, were more or less shaken, and were off work for a day or two. The guard, who rode in the van at the tail of the train, knew nothing of the collision, except that he suddenly found himself lying on the floor of his van. He, also, was off work for four days after the accident; but the driver and fireman returned to their duties on the Monday following the Saturday on which it occurred.

The coal train which was thus in the way of the passenger train, consisted of an engine and tender, 32 loaded waggons, and a break-van. It left Springs branch at 5 a.m. for Liverpool, reached Broad Green at 6.45, left Broad Green again about 6.48, and ran forward (for $1\frac{1}{2}$ miles) towards Garston junction. The engine-driver found the Garston junction distant signal at danger, and believes that he passed that signal at a speed of five or six miles an hour. He was then about 800 yards from the junction, and he crept forward (in accordance with his rules) at a speed of three or four miles an hour, so as to get under the protection of the distant-signal, and to get in sight, if possible, of the junction main signals. He states that he met a fogman about 100 yards from the junction, but received no signal from him, as he was standing with his flag folded up in his hand, and that there were no fog signals anywhere on the rails between the junction and the distant-signal. He observed, in looking at the rails, that he had fouled the junction before he came in sight of the signals; and it is proved by other witnesses that the atmosphere was so thick that he could not have seen the signals over the cabin, though he could, he admits, distinguish the position of the cabin itself. As soon as he found that he had fouled the junction, he reversed his engine, and he at once endeavoured to start back with his train. He had just succeeded in getting his engine into backward motion when the collision occurred, as above described.

The buffer-plank of the coal engine was broken, as well as the tender buffers, and the angle-irons on one side of the framing were bent, but the engine was not otherwise damaged, nor was it thrown off the rails. Two of the coal waggons were damaged and knocked off the line. The driver and fireman both stuck to their engine, and were neither of them hurt.

The signalman who was on duty at the Garston junction cabin, knowing that the passenger trains for Leeds and Manchester were due to start from Lime Street at 6.35, and might be expected at his box at 6.43 and 6.45 respectively, instructed a foreman platelayer, first to tell his men to stop all trains coming from the direction of Manchester along the old main line, and afterwards, when he said he had done so, to go westward, and to signal the train from Liverpool for Garston to come forward through the junction. Believing that though the fog was very thick, the line and junction would thus be clear for the Garston train, he then worked his disc to the "Glass house" cabin, on the west of him, to indicate that his junction was clear, and he lowered his main signal and distant signal to allow the train to pass. He did not,

through the fog, see anything of the coal train, and he did not even hear anything of that train until the collision occurred. He supposed that there would be three platelayers acting as fogmen for the protection of the junction from the direction of Manchester. On hearing the noise of the collision, he turned his signals to danger, and ran down to see what had happened; and it was only on finding the two engines together that he first discovered that the coal train was on the line.

In the case of this collision, the signalman appears to have done what he could with a view to the safe working of the line in a thick fog; and the engine-driver of the passenger train, for whom all signals were lowered, was justified in running as he did through the junction points at a speed of, say 15 miles an hour. The principal questions, as far as the servants of the company are concerned, are whether the engine-driver of the coal train received such warning as he ought to have had, whether the fogmen did their duty, and whether the engine-driver showed such caution as he ought, under the circumstances, to have exercised.

The engine-driver, on the one hand, asserts, as I have already stated, that he saw no signal to stop, and heard no fog signal, between the junction distant-signal and the junction main signal, though he admits having seen one fogman, with a flag (folded up) in his hand, about 100 yards from the junction cabin. On the other hand, a fogman named John Furton states that he placed a fog signal on the outside or south rail before he heard the coal train coming, and that he heard it explode as the coal engine passed over it. But this fogman did not exhibit any signal flag, or make any signal of danger. Another platelayer, acting as fogman, named William Chappell, states that he was between 100 and 200 yards from the junction cabin when the coal train passed him; that he had placed a fog signal on the south rail before he heard the train coming; and that he heard it explode when he was 50 or 60 yards from it. He states, further, that he held up a red flag as the train approached him; and that he intended thus to give a signal of danger to the driver, in consequence of an instruction which he had received a quarter of an hour previously from his brother, John Chappell, who was doing similar duty nearer to the junction. The latter platelayer, who was 150 yards from the junction, had fog signals in his pocket, but did not place any of them on the rails, because he thought a red flag would be sufficient, and he saw no obstruction between him and the junction.

He had warned his brother, as above stated, to stop all trains, because his foreman, Seddon, had so instructed him; but he considered that the engine-driver had ample opportunity for pulling up between the place where he stood and the junction; and he thought that fog signals were therefore not required. The coal train passed him at a speed of no more than

three miles an hour. Seddon states that the signalman directed him at 6.40 p.m. to block the main down line, and that he therefore shouted to his men to stop everything that might come. The fog was too thick for him to see how far his instructions were carried out, but he heard two fog signals explode from that direction, and apparently in consequence of his orders.

These men corroborate each other generally, as to the explosion of the fog signals and in other respects; and the signalman, the foreman, Sheddon, and John Chappell, all assert that the engine-driver (Robert Clarkson) admitted having seen a red flag in the hand of John Chappell, without having then said anything of its being folded up, immediately after the accident.

Clarkson had been 11 years in the service of the Lancashire and Yorkshire Company, and 5 years in that of the London and North-Western Company. He left the former company with the intention of joining a brother in India; but on the death of his brother, he gave up the idea, and then entered the service of the London and North-Western Company. He has been an *extra* driver for about 14 months; but has been employed principally between Preston and Carlisle, and has not been through the Garston junction more than a dozen times before. It is plain that he was approaching the junction at very slow speed, and that it was entirely from mis-apprehension that he brought his train a little too far, so as to foul the junction, in place of stopping short of it, as he no doubt intended to do; and the fog was evidently so thick that he could not see the junction signals, even after he had fouled the junction, any more than the signalman could see him and his train.

The point at which the two engines came into collision was about 35 yards from the junction signals; and these are collected together on a system which has been very generally, though not in some respects happily, adopted, *over* the junction cabin, or opposite to it, as already described. As the first fouling point, or point of danger east of the junction, is, in this case, 65 yards from the main signals, and as the engine-drivers are thus liable, in very thick weather, to foul the junction before they come in sight of the main signals, it is desirable that a repeating signal should be added, to work with the main signal applying to the down line from Manchester.

This repeating signal, being placed on the east of the fouling point, would be useful at all times, in affording a positive indication of danger, which an engine-driver would necessarily see, and would require to pass, in sunshine or in fog, on his way towards the junction, and would render impossible a mistake such as so unfortunately occurred on the present occasion.

I remain, &c.,

H. W. TYLER,

Lieut.-Col. R.E.

The Secretary,
Railway Department,
Board of Trade.

Printed copies of the above report were sent to the company on the 14th May.

LONDON AND NORTH-WESTERN RAILWAY.

(Board of Trade),
Railway Department,
Whitehall, 11th June 1870.

SIR,

I HAVE the honour to report, for the information of the Board of Trade, in obedience to your minute of the 2nd instant, the result of my inquiry into the circumstances which attended an accident that occurred on the 30th ultimo to the 2 o'clock. p.m. passenger train from Delph to Oldham, at the Greenfield station on the London and North-western Company's main line from Manchester to Huddersfield, from running into a catch siding, and coming in contact with the stop buffers at the end of it, while in the act of being backed to the station platform. Six pas-

sengers and the guard of the train are returned as having been injured on this occasion, but the whole of the injuries received are believed to be not of a serious character.

Greenfield station is situated about 12 miles from Manchester, and the line to Oldham leaves the main line at the western end of this station, from whence it commences to rise on a steep incline of 1 in 75. There are sidings on each side of the main line, and of the branch to Oldham, and the whole of the points and signals have recently been carefully arranged on the locking principle; and to prevent mishaps from anything breaking away on the rising incline to Oldham and running back into the station yard, a catch siding

has been put in as near the foot of the incline as possible. The points leading into this catch siding, which is only about 30 yards in length, are about 110 yards from the junction signal box, and they are locked open to the catch siding whenever any signal is taken off, for a train to enter or leave the station, in either direction.

On the day of the accident, the 1 h. 45 m. p.m. coal train from Oldham to Mossley, situated between Greenfield and Staleybridge, arrived at Greenfield at 2 h. 17 m. p.m., and it was shunted into the goods yard, east of the junction signal box, for the 1 h. p.m. passenger train, from Leeds to Manchester, to pass. The 2 h. p.m. passenger train from Delph to Oldham, consisting of a tank engine and four carriages, one of which had a break compartment fitted to it, reached Greenfield at 2 h. 15 m., and after stopping at the up platform, east of the junction signal box, to put down passengers, it then ran on to the Oldham branch, which is west of the junction signal box, so as to be out of the way of the 1 h. p.m. train from Leeds, and it stopped on the incline of 1 in 75, just above the points leading back into the catch siding, in readiness to put back again to the platform as soon as signalled to do so.

The up train from Leeds to Manchester is said to have left Greenfield at 2 h. 28 m., and the down express (1 h. 55 m. p.m. from Stockport) to have passed in the opposite direction without stopping, at 2 h. 30 m. p.m., according to the books kept at the station and according to some of the evidence; and the signalman on duty says that about this time he shifted the points and turned off the disc signal to allow the coal train to follow the Leeds train towards Manchester; and as the driver was not paying any attention to the signal, he went to the window of the signal box furthest from the station and coal train, took his green flag in his right hand, waved it twice, from right to left, and called out to the driver to follow the passenger train.

The driver of the 2 h. passenger train from Delph to Oldham, which, as already stated, was standing on the line to Oldham just above the points leading into the catch siding, thought this hand signal (the green flag) was a signal for his train to be taken back to

the platform, and he got on his engine and told his fireman to take off the break, and the train at once began to descend the incline by the force of gravity, and ran into the catch siding and against the stop-blocks at the end of it. The engine had a buffer knocked off, and the smoke-box was slightly damaged, while the end of the third-class carriage, fitted up as a break, had the end knocked in.

The driver and fireman of this train assert that the signalman held the green flag in his left hand, and waved the flag from left to right; and, as usual in such cases, the evidence is very conflicting. The distance which the train ran back was so short that the driver had no time to do anything to prevent the mishap after the train had started.

The accident was certainly caused by the signalman having improperly made use of a hand flag to call the coal train out of the siding, when there was no necessity for doing so, as a specific signal had been provided for the purpose, and he could have sent the ground pointsman, who was in his box, to tell the driver of the coal train to proceed. The driver of the passenger train thought the hand signal was intended to call him back to the station platform, in accordance with the usual practice; no specific signal interlocked with the other signals and the points leading into the catch siding having been provided.

The primary cause of this accident is the absence of a bay off the up line, into which the 2 h. p.m. passenger train from Delph to Oldham could be shunted, out of the way of the main line train; and this has led to its being sent forward on to the branch line, and then called back by hand signal after the up main line train has gone by.

Either such a bay should now be provided, which would be the better arrangement, but difficult and expensive to construct, or the train should be called back from the Oldham branch by a specific signal, instead of as now by hand signal; or it should be shunted into the bay on the north side of the station.

I have, &c.,

*The Secretary,
Railway Department,
Board of Trade.*

W. YOLLAND,
Colonel.

Printed copies of the above report were sent to the company on the 23rd June.

LONDON AND NORTH-WESTERN AND LANCASHIRE AND YORKSHIRE RAILWAYS (PRESTON JOINT STATION).

SIR, *Manchester, 3rd May 1870.*

In compliance with the instructions contained in your minute of the 27th ultimo, I have now the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 18th April at the Preston joint station.

An excursion train, 6.25 p.m., from Blackpool, reached the north end of the tunnel, north of Preston station, about 7.40 p.m. on the afternoon in question. It consisted of an engine and tender and 21 carriages, of which 13 were coupled together, on the system of Mr. Newall, as break-carriages. The train was not intended to come to a stand in the Preston passenger station, but the engine-driver intended to take water at the south of the station. After a short delay, he received a signal in due course from the usual signal post, and another from a hand lamp, authorizing him to proceed through the tunnel and the station. When he entered the station he blew his whistle three times, as a warning to the pointsman on duty, that his engine might be turned at the south of the station from the North Union line to the East Lancashire line for Blackburn; but, as he approached the points leading to the East Lancashire line, he observed that, instead of being held over for his train, they remained open for the direct line to Wigan and the south; and

he further observed that a goods train was in motion near him, which would probably pass down, and which he would, in that case, meet upon, the south line. He therefore whistled for the breaks, reversed his engine, turned on his steam again, and did his best to pull up. He had reduced his speed from about four to two miles an hour before his engine struck the waggons of the goods trains which he had thus noticed, as about to pass down the line across which he was improperly allowed to run.

The passenger engine was not damaged by the collision, but two footsteps were pulled off from it as it was being disengaged from the waggons. None of the carriages were damaged; and none of the passengers have complained of injury. The guard who rode in the van next behind the tender did not feel any shock, and the collision must, therefore, have been a very slight one.

The goods train was passing through the station in its customary course, and was travelling very slowly, having only moved forward 100 yards, after starting from the passenger platform, when it was struck. Three of the goods waggons were lifted off the rails, but their loadings (of pig iron) were not disturbed, and they proceeded on their journey as soon as they could be placed on the rails again.

It appears that the pointsman who would in the

ordinary way have held the facing points to turn the passenger train down the East Lancashire line, had been told by the station-master to watch a signal at the south of the station, and to act according to its indications, in turning certain trains expected from the East Lancashire section into the lines which might respectively be ready to receive them. In obeying these instructions he necessarily omitted to attend to the points above referred to, which he would otherwise have worked, though it was not, of course, contemplated by the station-master that he should neglect them; and the points remaining thus without being attended to, the passenger train ran along the wrong line, and across the path of the goods train, as already described.

The old modes of working points and signals from the ground, and in an inconvenient manner, still exist

at this important joint station, and they will no doubt continue to exist until a general re-arrangement and improvement, now so long expected and so frequently contemplated, have at length happily been carried into effect. It would be hopeless and useless to recommend any partial alterations, though such might, of course, be effected, for greater security in working this particular pair of points; and the Board of Trade have sufficiently often remonstrated with the London and North-western and the Lancashire and Yorkshire Railway Companies in regard to the general condition of the station.

*The Secretary,
(Railway Department),
Board of Trade.*

I have, &c.,
H. W. TYLER.

Printed copies of the above report were sent to the London and North-Western and Lancashire and Yorkshire Railway Companies on the 14th May.

NORTH BRITISH RAILWAY.

SIR,

Edinburgh, 27th May 1870.

I HAVE the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 25th instant, at the Queensferry Junction, between the main line of the Edinburgh and Glasgow section and the Queensferry branch of the North British Railway.

This junction is $7\frac{3}{4}$ miles from the Waverley station at Edinburgh. The main line is level past the junction, which is provided with a signalman's cabin; and the floor of that cabin is about 15 feet above the level of the rails. There are the usual home-signals and distant-signals for the protection of the junction. The junction points and home signals are worked by levers from the cabin, and their levers are interlocked on the system of Messrs. Stevens and Sons; but the distant-signals, which are also worked from the cabin, are independent of the locking frame, having been so placed upon a system which was more in use when the junction was formed, about five years ago. Telegraph-instruments have been supplied for this cabin, with a view to the introduction of the block telegraph system of working on this portion of the line; but, pending the completion of certain arrangements for signalling the sidings, and crossing the trains, so as to secure greater safety, the orders for bringing the block telegraph into operation have not yet been issued.

The signalman at the Queensferry junction (which is closed at night) came on duty, as usual, about 5.30 a.m. on the 25th instant; and his duty would extend in the ordinary course until about 6.15 p.m. At 4.21 p.m. he heard the whistle of an engine approaching from Edinburgh, which he recognized as proceeding from the 4.0 p.m. express train from Edinburgh to Glasgow; and he lowered, first his distant-signal, and then his home-signal for the passage of that train through the junction, according to custom, before the train came within sight of his cabin. He had no sooner lowered his down signals than he saw a mineral train coming along the main line in the opposite direction towards his cabin. As the junction was clear for the passage of both of those trains, he lowered his distant and main signals for the mineral train also, and the two trains would, if nothing had happened to either of them, have passed through the junction without any interference with each other.

But, as the engine of the mineral train was passing the junction cabin, and while the passenger train was passing under a bridge over the line, 420 yards on the east of the junction, on its approach to the junction, the signalman observed a waggon of the mineral train, about the sixth from the van at the rear of the train, suddenly leave the rails and swerve towards

the down line. It then appeared to him that the coupling between that waggon (which he now believes to be No. 15) and the waggon next behind it (No. 14) gave way; and that while No. 15 waggon was drawn forward with the train, No. 14, which was behind it, ran across, and came to a stand on the down line, followed by two others. He further noticed that the three other waggons and the van which formed the tail of the mineral train remained on the rails of the up line, and were stopped by the three waggons in front of them, which thus obstructed both lines.

After first lowering his signals for the passenger train, as above described, the signalman had turned his down distant-signal to danger as the passenger train passed it; but seeing that the down line was thus suddenly obstructed, he at once threw up his down home-signal as a warning to the engine-driver of the passenger train. The speed of that train was therefore reduced as it approached the junction to about 15 miles an hour; but the passenger engine came into collision at that speed with the truck (No. 14) of the mineral train, and knocked it to pieces, and the two trucks behind No. 14 were, the one very much, and the other slightly, damaged.

The passenger train left the Waverley station at Edinburgh at 4.9, nine minutes late, and was not due to stop between the Haymarket (Edinburgh) station, a mile and a half from the Waverley station, and Cowairs, 44 miles from Edinburgh and $1\frac{1}{2}$ miles from Glasgow. It consisted of an engine and tender, six carriages, and a break-van. It left the Haymarket station at 4.14, and approached the Queensferry junction at 4.23, at a speed of about 30 miles an hour. The engine-driver whistled for the junction as he approached the distant-signal, and he noticed that it was turned to "all right," to allow him to pass. After emerging from the bridge on the line above referred to, at 420 yards to the east of the junction, he saw that the home-signal also was at "all right;" but when he had gone a short distance beyond the bridge he noticed that the home signal applying to the down line was suddenly thrown up to "danger." He at once gave two sharp whistles for the guard's break, shut off his steam, reversed his engine, and re-applied the steam, while his fireman turned on the two breaks of the tender. The speed of the passenger train was thus reduced to about 15 miles an hour before it struck the goods waggon, which the driver of the passenger train only came in sight of after he had passed the mineral engine and the waggons which were still attached to it; the steam from the mineral engine, which was blowing across the down line, having prevented him from seeing the obstruction until he was within 50 or 60 yards of it.

The guard, who rode in the van at the rear of the passenger train, does not remember to have heard the break-whistle from the engine; but he felt the speed of his train suddenly checked, and he inferred, therefore, that something was wrong. He saw nothing of the signals or of the obstruction until just before the collision occurred; but he applied his break as soon as the speed of the train was decreased.

The passenger engine, which left the rails on the near side, and stood after the collision on its wheels, leaning over to the left, had its smoke-box stove in, its framing damaged, and its life-guards, that on the near side, broken off, and that on the off side bent. Two axle-boxes, one on the engine and one on the tender, were broken on the off side, and the leading horn-plate on the same side of the engine was bent by a violent blow. The footplate of the tender was also damaged. The third-class carriage (No. 127) next behind the tender had its wheels carried from under it; and the axle guards, springs, and footsteps were more or less damaged or carried away. The framing was also fractured by the violent action on the axle-guards, but the body of the carriage remained whole, and even the glass of the windows was not broken. This carriage, and the composite carriage (No. 46) behind it, were the only two which left the rails. The latter carriage, which was a new one, had its footsteps and footboards torn away on the off side, and its two axle-boxes on the same side fractured. No damage was done to the other carriages or to the van, all of which remained on the line. The driver of the passenger train had his leg jammed, though he was on duty the next morning. The fireman and the guard were slightly bruised, but the former was off duty for one day only, and the latter proceeded with the train to Glasgow. Nine passengers made complaints of injury, of whom three were observed to have cuts on the face immediately after the accident.

The mineral train started from Airdrie at 12 o'clock, punctually, on the day in question; and, after stopping at various stations, left Ratho junction, half a mile west of Queensferry junction, at 4.20, half an hour late. It consisted of an engine and tender, 14 waggons of coals, five empty cattle-waggons, seven waggons of goods, and a break-van; and it approached the Queensferry junction at a speed of six to eight miles an hour. The engine-driver found the signals lowered for him to run in due course through the junction; and he felt, as he passed the junction cabin, a check in the train behind him. On looking back, he saw three waggons off the line, and he noticed the passenger train approaching in the opposite direction. He shut off his steam, and did all he could to stop his engine, but the passenger train passed him before he could bring his engine to a stand. He opened his whistle, and held up both his hands as he met the passenger engine, in order to warn the driver of that engine. He brought his engine to a stand, with 20 waggons still attached to it, about 150 yards east of the junction cabin; while the 6 waggons which were detached from the 20, remained with the van, opposite to or on the west of the junction cabin. Of the waggons which remained attached to the engine, the two last, or furthest from the engine, were found, after the accident, to be off the rails, about 50 or 60 yards from the junction cabin. The first of them was a North British Company's waggon, which received no damage, and was taken forward with its load. The second was a waggon (No. 15.) belonging to Messrs. James Waldie and Sons, coal merchants, of Edinburgh; and the left leading wheel-tyre of this waggon had left the wheel, but remained jammed between the wheel and the axle guard. The waggon itself was not otherwise damaged, but the wheel appeared to have run for some little distance after the tyre left it.

Of the waggons which were detached from the mineral trains, the first was No. 14, of Messrs. J. Waldie and Sons. This waggon was destroyed by the passenger engine in the course of the collision. One of its axles was broken, evidently by a violent blow, and the tyre had left one of the wheels of the other

axle. The driver of the passenger engine states that what he saw in front of him immediately before the collision, was the body of the waggon lying across the down line, partly on its side, but off its wheels; and he is confident that his engine was lifted, before it was brought to a stand, and was thrown off the rails, by the body only, and not by the wheels and axles of this waggon. The station agent at Ratho, which is half a mile from the Queensferry junction, the driver of an engine from Queensferry, who was standing 60 or 70 yards from the junction when the accident occurred, the driver of the mineral engine, and the driver of the passenger engine, all agree substantially in stating that the waggon No. 14 was lying, after the accident, in pieces, away from its wheels and axles; that the next waggon behind it, a North British waggon, No. 6004, was also lying partly destroyed, with one axle and one pair of wheels under it; that these two waggons were pushed westward 20 or 30 yards by the force of the collision; and that the other four waggons, with the van, which were detached from the above two waggons, remained on the rails of the up line. They also state that the wheels and axles from No. 14 waggon, one axle of which was broken, and one tyre of which was separated from a wheel of the other axle, were lying, with the detached wheels and axles of the North British waggon No. 6004, in the six-foot space between the two lines, within a short distance of each other, and in front of or to the east of the four waggons and the van which remained on the rails. They were covered more or less by coal, but they appear to have been thrown clear of the waggons to which they belonged, and which had fallen across the down line in front of them and to the right of them.

The driver of the Queensferry engine, who was standing on the ground near his engine, and watching the mineral train pass within a few yards of him, observed (looking under the train and through it) as the sixth wagon from the van reached the east single crossing of the junction, 47 yards from the cabin, that its leading off-tyre left the wheel, and that the waggon itself dropped; and this appeared to him to be the first disturbance in the train. The signalman looking at the train from an opposite direction, also states (as above described) that about the sixth waggon from the van was the first to leave the rails to the right, and then to swerve towards the down line; and he also points to the same single crossing as the point at which this occurred. But the two men differ in describing, the signalman that No. 15, and the engine-driver that No. 14, was the first waggon to leave the rails.

On examination of the single crossing in question, there is a mark apparent, where the fixed point has been struck on its off side; and there are further marks indicating that the wheel of some vehicle, after striking the off side of the point, dropped down outside of the rail, indenting two sleepers in front of the point, and breaking a cast-iron chair. Other marks or repairs further in advance point to the damage which was done after the first waggon which left the rails had dragged other waggons off them also. Altogether, about 20 new rails have been inserted in the line, as well as 15 new sleepers, and upwards of 30 new chairs, to repair the damage done to the permanent way, either in the course of the accident or in clearing the line after it occurred.

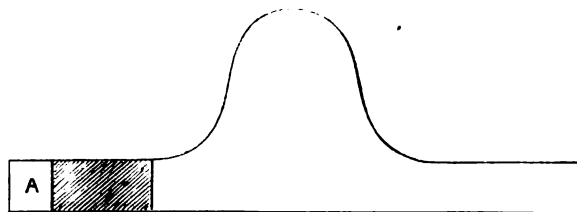
In this case, the collision between the passenger train and the disabled goods waggons which were thrown on its approach across its path on the down line at the Queensferry junction, was the result of an unforeseen accident to the goods train; and no blame can be attached either to the signalman or to any servant of the company with either train. On the contrary, the promptitude with which the signalman turned his signal to danger on seeing the break-down of the goods train, and with which the engine-driver of the passenger train obeyed that signal before he knew the cause of it, were the means of averting consequences of a much more serious character.

The fixed point of the single crossing at which the accident appears to have originated was laid slightly tight to gauge, and the check-rail opposite to it might with advantage be placed a little further from the point, and nearer to the adjacent standard rail; but there was nothing in the condition of this crossing, or the point which formed part of it, to account for the accident; and it would seem that the wheel which mounted it, or struck it, and dropped off on the outside of it, must have been upwards of an inch wide to gauge.

The axle of the waggon No. 14, which was found afterwards to be broken, and which was at first supposed to have caused the accident, had evidently, from the way in which it was bent, and from the appearance of the fracture, given way, not in running, but as the result of a violent blow received after the waggon had left the rails. The left leading wheel-tyre of No. 15 waggon, which was found (as above described) to be off the wheel, and to be jammed between the wheel and the axle-guard, might have been the first cause of the accident, by allowing, after it left its wheel, the opposite wheel on the same side to pass on the wrong side of the fixed point. But looking to the evidence of the Queensferry engine-driver, which was plainly given, and which, in spite of much cross-questioning, could not be shaken, the conclusion is hardly to be avoided, that the tyre of an off wheel of No. 14 waggon must have been loosened on and partly detached from the wheel as it approached the fixed point, that the flange of the tyre passed, for that reason, on the wrong side of the fixed point, and that as it did so it was completely thrown off the wheel. And the falling of any of these waggon wheels on the wrong side of the fixed point was enough to account for what followed. The draw-bar at the rear of the waggon No. 15 was bent, not to the off side, as it would have been by a violent wrench, but to the near side, as it must apparently have been, by a blow. The axle-guards of this waggon were not firmly attached to it, the bolts which were intended to secure them having been found on examination to have more or less failed, partly from flaws, and partly, no doubt, from blows on the wheels in shunting against low chock-blocks or other obstructions below the

level of the buffers. Many of the wheels were, as might be expected, much marked, but I was unable to detect any particular indentation as having been caused to a flange by the fixed point.

The wheels of No. 14 and No. 15 waggons of Messrs J. Waldie and Sons were of an inferior character, constructed with wrought-iron spokes, bent round to form the rim, and fixed in cast-iron bosses. The attachments between the wheels and the tyres varied with from three to five countersunk rivets. But owing to the section of the spokes and rim, sketch of which is annexed, the rivets had very little hold on the wheels, and the portion marked A was in many cases torn away from them.



An axle and wheels of No. 15 waggon yielded on measurement the following dimensions:—outside diameter of wheel 2 ft. 11½ in., with nine spokes. Diameter of axle, at nave 4½ in., at centre 3½ in., at journal barely 3 in. The length of the journal was 6 in. This waggon, though marked to carry 6 tons, appears to have been loaded with upwards of 7 tons of coals; and No. 14 was probably similarly loaded.

I need hardly observe that it is of great importance to safety that the wheels and axles, especially of all vehicles used on a passenger railway should be well constructed and carefully maintained, in private trader's as well as in company's waggons; and the North British Company would do well to prohibit wheels of this description, and all others which are not of a safe and suitable character, from running in future upon their line.

I have, &c.,
H. W. TYLER.

*The Secretary,
Board of Trade,
Railway Department.*

Printed copies of the above report were sent to the company on the 8th June.

R E P O R T S

OF THE

INSPECTING OFFICERS OF THE RAILWAY DEPARTMENT

TO THE BOARD OF TRADE,

UPON

C E R T A I N A C C I D E N T S

WHICH HAVE

OCCURRED ON RAILWAYS

During the Months of June and July,

1870.

(PART FOURTH.)

Presented to both Houses of Parliament by Command of Her Majesty.
August 1870.



L O N D O N :

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LANCASHIRE AND YORKSHIRE RAILWAY.

*Board of Trade,
(Railway Department),
9th July 1870.*

SIR,

IN compliance with the instructions contained in your minute of the 21st ultimo, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 7th June last, between Hoghton and Pleasington stations, on the Lancashire and Yorkshire Railway.

Two passengers have died from the injuries they received, and about 27 other passengers were injured.

On the day in question an excursion train which consisted of an engine and tender, a guard's van with a guard, fourteen third-class carriages, with a composite carriage about the centre of these third-class carriages, then another break-van with a guard, four third-class, three composites, a first-class, two third-class carriages, and a break-van with another guard, left Cleakheaton for Blackpool at 5.7 a.m.

The train consisted of an engine and tender and twenty-eight coaches coupled (as far as I could ascertain) in the order above given.

The front guard's van and two coaches next to it, as also the guard's van at the tail of the train, and two coaches next to it, were fitted with Fay's patent breaks.

The train was seven minutes after its appointed time in leaving Cleakheaton.

The wheels are reported to have been tapped with a hammer by the carriage examiner while the train stopped at Sowerby Bridge. They were found to be sound.

The train stopped at Hebden Bridge for water, and at Accrington, where the wheels were greased. It left the latter station at 7.30 a.m., and when it had got about three quarters of a mile to the west of Pleasington station and was travelling down an incline of 1 in 200 at a speed of about 23 miles an hour, the guard who was travelling in the van at the tail of the train noticed a piece of wood fly from under one of the carriages in front of him, which carriage he believes was the eighth from the tail of the train. The ballast was also flying, and he immediately applied his break.

The attention of the guards in the front and centre vans and also that of the engine driver and fireman appears to have been attracted almost at the same time by a jerk of the train. The driver shut off steam and the fireman and guards gradually applied their breaks, and the engine and tender and twenty coaches in the front of the train, were brought to a stand about 600 yards from the place, where the guard in the hind van first noticed anything wrong.

The seven last carriages of the train had become detached from the front part of the train. The leading carriage of this lot had fallen over the bank, (which is about 10 feet high) at a spot 210 yards from the place where the first marks of a coach being off the rails were found on the sleepers. This carriage was broken to pieces, and most if not all, of the passengers that suffered, were travelling in it.

The composite carriage next behind this was prevented from falling over the bank by the couplings. The two pairs of wheels of this carriage, those of the carriage next behind it, as well as the leading pair of wheels of the fourth carriage from the tail of the train, were torn off. The break van at the tail of the train and the two carriages in front of this van remained on the rails.

The whole of the carriages in the front part of the train remained on the rails, except the last carriage of the lot, which had lost its two pairs of wheels and was dragged along the rails on its framing. Most of

the nine pairs of wheels which were torn off the carriages were found at the bottom of the bank behind the carriage that remained there broken to pieces. Amongst these, the wheels were found of the third class carriage which remained last of the carriages of the front part of the train. The tire of the near leading wheel, which had broken through one of the rivet holes, had come off the wheel and remained loose round the axle.

It appears that this tire must have broken shortly before the guard at the tail of the train noticed the piece of wood flying from under the carriage. The carriage to which it belonged, which was the eighth from the tail of the train, must have got off the rails as soon as the tire left the wheel, if not before. The axle and corresponding wheel appear to have been torn from the axle boxes by the violent jerking consequent on the carriage being off the rails, and their striking the sleepers.

They carried away the axles and eight pairs of wheels following them, as the train, in its onward course, was pulled violently over them.

The application of the guards' breaks to the three carriages at the tail of the train, together with the drag consequent on the carriages in front of them being off the rails and having their wheels and axles torn off, must have broken the couplings between the seventh and eighth carriages from the tail of the train.

The seventh carriage was probably thrown violently down the bank on the outside of the curve immediately after the couplings between it and the carriage in front of it gave way. The curve at this spot has a radius of 60 chains.

The sleepers were marked for 210 yards back from the place where the seventh carriage lay; 55 chairs were broken, and four rails were bent.

The tire that broke and caused the accident was a new tire made of Bessemer steel. It was supplied to the Lancashire and Yorkshire Railway Company by Messrs. Cammell and Company, limited, Cyclops Works, near Sheffield, in November 1869. It was rolled out of a lump of metal, so that there was no weld. It was 5 in. broad by 1½ in. thick, and was only sent out of the Lancashire and Yorkshire Railway Company's workshops on the 8th of April 1870.

It was shrunk on to the wheel and fastened to it by four wrought iron rivets of 1 in. diameter, tapering to ¾ in. diameter. The rivet holes were drilled.

The frame of the wheel to which it was fixed was made of wrought iron with a cast-iron boss.

The fracture of the broken tire was rusty when I saw it, but I was informed by the carriage and waggon superintendent of the Lancashire and Yorkshire Railway Company that the fracture was quite bright and showed no sign of a flaw or defect when first seen by him, and, as far as I could judge, I have every reason to believe such to be the case.

The metal of the tire, when tested under a 45 cwt. steam hammer, proved to be brittle, and when put in a hydraulic press, it broke (in one case without the slightest degree of bending) under a pressure of 65 tons applied at the centre of a 22-in. bearing, proving the metal to be very brittle.

I subsequently chose a tire from a large number supplied to the Lancashire and Yorkshire Railway Company by the same firm, and found it requires a pressure of 115 tons applied at the centre of a 22 in. bearing to bend it. It bent in a reverse direction under this test, and did not show any sign of fracture.

As far as I can ascertain from enquiries of the Lancashire and Yorkshire Railway Company and other railway companies, Bessemer steel tires appear to be very generally used by railway companies, and to

have given satisfaction. The number of breakages are reported to be very small.

The method of fastening the tires on to the wheels by means of rivets is not the best.

Although the drilling of a hole one inch in diameter in a tire five inches broad should not cause it to break if the metal is good, it nevertheless weakens the tire to the extent of the metal bored out; but this method of fastening has the very strong objection that if the tire does give way, it is certain to leave the wheel and thus cause an accident.

There are several methods by which tires are now fixed to the wheels which prevent their flying off in case of breakage. Amongst these, Burke's appears the best method of fastening tires to iron wheels, and Mansell's wooden wheel and tire fastening appears to be far the best hitherto introduced.

I have, &c.

F. H. RICH.

*The Secretary,
(Railway Department),
Board of Trade.*

Printed copies of this report were sent to the company on the 27th July.

LONDON AND SOUTH-WESTERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 15th July 1870.*

SIR,

I HAVE the honour to report, for the information of the Board of Trade, in obedience to your minute of the 5th instant, the result of my inquiry into the circumstances which attended the accident that occurred on the 30th ult. to a passenger train on the incline between St. David's and Queen Street stations, Exeter, on which occasion 10 passengers are returned as having been injured, some of them rather seriously, and one of the guards of the train was so severely shaken as to have been unable to attend to his duty since the night of the accident.

The portion of line on which this accident happened belongs to the London and South-western Railway Company. It is constructed on a very steep incline of 1 in 37, the up line commencing to rise from the St. David's station, immediately after crossing the down line of the South Devon Railway, and, in addition to this steep incline, the line is on a curve throughout, varying in radius from 20 to 32½ chains.

When this line, connecting the two railway stations, which is about half a mile in length, was opened for traffic in January 1862, catch sidings had been introduced to intercept any vehicle which might become detached from a train while in the act of ascending this steep incline, in order to prevent its running back into the St. David's station, and thus come into collision with any other train or vehicle which might be standing on or crossing the line of railway, and up to the present time it has been worked without any mishap to a passenger train.

There are four of these catch sidings in this half a mile of line, and the points leading back into that nearest to St. David's station are only 120 yards from the down line of the South Devon Railway, and 170 yards from the south-west end of the down platform, from which place the engine of a South-western up passenger train would generally start. This catch siding is about 80 yards in length.

The 7h. 40m. p.m. up passenger train from Bideford to London reached St. David's station at 10h. 17m., and left at 10h. 24m., 25 minutes late. There had been a flower show at Barnstaple on that day, and in order to accommodate the additional passenger traffic seven additional carriages and a break van behind them were taken on at Barnstaple station, making up a total number of 17 vehicles, including two break vans with two guards. An additional engine was taken on at St. David's station, for the purpose of assisting the train engine up the incline. The usual load for the class of engine employed to work this traffic does not exceed eight or nine vehicles, and I understand it has happened that the engine has been unable to take up nine vehicles, and the train has been divided while standing on the incline, and been taken up in two parts.

It is said that on this occasion the train engine began to slip almost immediately after starting, and the fireman of the leading engine came back to assist

the fireman of the train engine in sanding the rails, but the train ultimately came to a stand-still when the leading engine had got 340 or 350 yards up the incline.

The two guards state that as soon as the train stopped they put on their breaks, and a travelling inspector (Weaver), who was riding with the regular guard (Parkyn) in his van, which was the sixth vehicle from the engine, got out, went to the driver of the train engine, and asked him how many carriages should be unhooked, and the driver told him that they could take up ten. The inspector then went to the tail of the train to see if a relieving porter (Chapman), who was acting as second guard in the last van, had his break on; and finding that it was on, he told him that they were going to divide the train, and further said, "Don't take your break off, whatever you do." Chapman confirms this statement. The inspector then returned along the train, and proceeded to uncouple the tenth from the ninth carriage, and remarked while doing so, to Parkyn, "We shall see if the break holds the train," and he states that the break held the train, otherwise he could not have uncoupled the carriages, and he then lifted the coupling link off the hook, and next unhooked the side chains.

The inspector is correct in saying that he could not uncouple the carriages if the break did not hold, unless he had unscrewed the coupling altogether, instead of merely slackening it.

The inspector then told Parkyn to proceed with the front part of the train, and Parkyn gave the usual signal and the engines whistled in reply, but the inspector states that the train was not started for half a minute or more, and then one engine gave a short whistle, and he thought the drivers were about to reverse, and he showed a red light towards the engines, and Parkyn commenced to put his break on again.

The inspector states that the train was pushed back from six to eight feet, before it commenced to draw ahead, and thus forced the uncoupled carriages back, and started them down the incline and over three stones which he had placed behind three different wheels under the two leading carriages of the eight uncoupled vehicles, and he says the speed appeared to increase as the carriages ran down the incline, although he noticed fire flying from the wheels, proving the break to be still on. The acting guard, Chapman, states that he did not get out of his van at all, and did not take off his break, but strained it tighter on; that he thought the train was going back into St. David's station, and that he was knocked from one end of the van to the other, when it came in contact with the stationary buffers at the end of the catch siding, and was a good deal hurt.

Seven out of the eight vehicles which ran down the incline were damaged, two of the number to a considerable extent. Fortunately there were not, it is said, more than from 12 to 15 passengers altogether in the after part of the train.

The drivers of the two engines and their firemen deny that the engines had to be reversed, or ran back,

before they could be got into forward motion ; but the driver of the train engine is less positive in his statement than the other driver. A post-office guard, who was in the front portion of the train, states that after trying to start there was a sudden jerk backwards of the carriages, of about half a carriage length, before the front part of the train ran ahead. Parkyn says the train was pushed back from four to six feet, and, in consequence, he put on his break again. Weaver and Chapman both state that the train was pushed back.

Taking all the circumstances into consideration and the evidence adduced, I have not any doubt that the running down the incline was caused by the engines having dropped back when the tender breaks were taken off, or been set back, in order to get into forward motion. The exact spot at which the last van stood above the catch points is disputed, but it is probable that the carriages ran back somewhere about 130 yards.

The accident was the result of an improper and dangerous mode of working traffic on a very steep incline, by the uncoupling of the carriages while standing on this incline ; the act of running back being occasioned by the dropping back or setting back of the front part of the train while endeavouring to start up the incline ; the push backwards thus given, to-

gether with the action of gravity, being more than sufficient to overcome the resistance to motion offered by the breaks being on, on a van at the tail of the train.

The proper mode of working this incline is not to start an up train from St. David's for Queen Street station with a greater load than the engines can take up ; but if, from exceptional circumstances, it becomes necessary at any time to divide a train standing on but unable to ascend the incline, the proper way of doing it would be to back the train into the catch siding, and then uncouple such a number of carriages as will allow the engines to proceed with the remainder.

The accident would not, in all probability, have occurred if there had been continuous breaks on the last three or four carriages, worked from the break van at the tail of the train.

I have been informed that the 10h. 25m. p.m. South Devon down passenger train was in the act of leaving the station as the after part of the South-western train ran back into the catch siding.

I have, &c.

*The Secretary,
Railway Department,
Board of Trade.*

W. YOLLAND, Col.

Printed copies of this report were sent to the company on the 25th July.

LONDON, BRIGHTON, AND SOUTH COAST RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 20th July 1870.*

SIR,

I HAVE the honour to report, for the information of the Board of Trade, in obedience to your minute of the 9th inst., the result of my inquiry into the circumstances which attended a collision that occurred on the 8th inst., close to the Sydenham station of the London, Brighton, and South Coast Railway, between two passenger trains ; 33 passengers have complained of having been injured, one of the number seriously ; and the guard (C. Coomber) of one of the trains jumped out of his van, was run over by most of the carriages of one of the trains, and was so severely injured by having both legs fractured, that he died in hospital under amputation ; and the guard of the other train was a good deal shaken.

Sydenham is situated on the main line of the London, Brighton, and South Coast Railway, $6\frac{1}{2}$ miles from London Bridge station. The next station to the south is at Penge, 52 chains from Sydenham, and a branch line from the Crystal Palace joins the main line at Sydenham, the up line joining the up Croydon line about 180 yards south of the Sydenham signal box. The branch to the Crystal Palace is one mile and five chains in length, and there is an intermediate signal box, called Bank Top, between Sydenham and the Crystal Palace, 1,084 yards from the Sydenham signal box.

Sydenham station is well protected with signals as regards the up traffic. There are station signals over the signal box for each line of way, and two stop signals, placed beside each other, between the up Croydon and the up Crystal Palace lines, for those lines, 171 yards south of the junction points, or 352 yards south of the signal box. The up distant signal for the Croydon line is 820 yards south of the signal box, or 468 yards south of the up stop signal, and the up distant signal for the Crystal Palace line is 951 yards from the signal box, or 599 yards south of the up stop signal.

The Sydenham up distant signal for the Croydon line can be seen from an engine while standing alongside of the up platform at Penge station, at a distance of about 280 yards, and the Sydenham up distant

signal for the Crystal Palace line can be seen from the engine of an up train for upwards of 300 yards before it is reached.

The Crystal Palace up line falls towards Sydenham on an incline of 1 in 60 for a length of 50 chains, succeeded by an incline of 1 in 103 for a length of $20\frac{1}{4}$ chains to the junction ; while the Croydon line is on a falling gradient of 1 in 660 towards Sydenham.

The traffic south of Penge, and as far as Bank Top signal box, is worked with the assistance of the electric telegraph, and on portions of the company's lines on the absolute block system, but between Penge and Sydenham and Bank Top and Sydenham the absolute block system is not in force, as up trains are permitted to approach Sydenham station on the up Croydon and up Crystal Palace lines at the same time, dependence being wholly placed on the driver's obeying the indications of the out-of-door signals ; in this instance, distant and stop signals, which are so locked in the signal box that "all right" signals cannot be given for trains to proceed on both these lines at the same time. When they are at "all right" for a Crystal Palace up train, they must be at "danger" for a Croydon up train, and *vice versa*.

In the company's book of regulations, page 17, rule 32 states as follows : "They (distant signals) must be worked strictly in conjunction with the semaphore signals ; that is to say, whenever a 'stop' signal is shown at a semaphore post the distant signal must show 'stop' likewise."

"33. Drivers and guards are required to pull up their trains at the distant signals when at 'stop' ; having done so, they must, without a moment's delay, move gently forward, as far as the road may be clear, to await a signal from the semaphore to proceed ; and to be within the distant signal as far as possible for protection against following trains."

According to the statement of the signalman on duty in the Sydenham signal box (Judge), confirmed in all respects by the lad who works the telegraph and makes the record in the signal book, he received a telegraphic signal from Bank Top signal box, by four rings of a bell, for a Crystal Palace up passenger train at 1h. 31m. p.m., and a similar signal was received from Penge station, by one ring on another

instruments (while the four rings were being given), for an up train on the Croydon line. At this time all his up signals were at "danger," and he set the points right for a train to come out of the Crystal Palace line, pulled off the up stop and up distant signals, as well as the up semaphore signal over his box for that line, and also the Sydenham up starting signal, as the Crystal Palace train was a through train, and not intended to stop at Sydenham station.

I should explain that the setting of the points right for an up train to come out from the up Crystal Palace line prevents any of the up signals for the Croydon line being taken off; they must, when the points are so set, remain at "danger." I should also remark that the Crystal Palace train was three or four minutes behind its proper time; and the signalman says that when the two telegraphic signal bells rang out together, the telegrapher asked him which train he intended to allow to go first, and he answered, "The Palace train, and then she will be clear of the Croydon without delay." He says also, "That as soon as the Crystal Palace train passed the up distant signal, he put it on." "He was watching for both trains, but does not know which he saw first; he noticed that the Crystal Palace train appeared to be drawing up as sharp as it could, but when he found that the Croydon train did not stop, he threw up the Crystal Palace up stop signal to "danger" in the face of the Crystal Palace train before it passed it."

The two trains came into collision with each other about 125 yards north or inside of the up stop signal; the engine and tender and two carriages of the Crystal Palace train were thrown off the rails to the left, and about six carriages of the Croydon train, which was in advance of the Crystal Palace train, which ran into it, were also thrown off the rails; but very little damage was done to the rolling stock, although no less than 11 carriages were slightly damaged. The head guard of the Crystal Palace train, seeing that a collision was imminent, jumped out of his van at the front part of the train, as he was passing the stop signal, and fell in some way or other, with his legs across the rails. Had he remained in his van it is probable that he would not have been seriously injured.

The two trains which thus came into collision were the 11.50 a.m. passenger train from Victoria to the Crystal Palace and thence to London Bridge, and the 12.10 p.m. passenger train from Epsom Downs through Croydon also to London Bridge. As already stated, the former runs through Sydenham station without stopping, and the latter is due to leave Sydenham after stopping at 11.45 a.m., at which time the collision is said to have taken place.

It is very long since I have met with statements which are so directly contradictory of each other in reference to the circumstances which preceded this collision.

The Crystal Palace train consisted of engine and tender and 11 vehicles, including two third-class break carriages and two guards, one riding in the break carriage next to the tender, and the other with three carriages behind it. The Croydon train consisted of an engine and tender and 10 vehicles, including two breaks with two guards, one riding immediately behind the tender, and the other in the sixth vehicle from the tender, with four carriages behind the break.

I have already stated the evidence of the signalman and telegrapher in the Sydenham signal box with reference to the up signals, and I should now add that the driver, and fireman, and tender guard of the Crystal Palace train (the head guard having been killed), all state that the up distant and up stop signals were at "all right" for that train to proceed through Sydenham station, when they first came in sight of these signals; that a signalman who was walking up the line from Penge, in order to relieve the signalman in the Sydenham signal box, observed the signal pulled off for the Crystal Palace train, and

at "danger" against the Croydon train; he was near the Penge down distant signal at the time, and he heard the Croydon train starting from Penge, and when it had nearly reached him he thought the steam would be shut off; but finding that was not done, he held up his arms and called out in order to attract attention; he was about 20 yards south of the stop signals when he called out, and there were four men on the Croydon engine, three were standing up, and one was sitting on the tender; this man jumped down and ran to the break, and the regular fireman went to the break immediately afterwards, and the steam was shut off immediately after the train passed him. This signalman also observed the Crystal Palace train approaching, and, after the Croydon train passed him, there was a good deal of whistling, first from one engine and then from the other. He is positive that the signals were against the Croydon train all the way from Penge.

The signalman at Penge noticed that the Sydenham up distant signal for the Croydon line was at "danger" when the Croydon train reached that station, but he did not observe it when it left, after waiting not more than a minute.

The signalman at the Bank Top, and a platelayer employed on the Crystal Palace branch, observed that the Sydenham up distant signal for the Crystal Palace line was off, for the Crystal Palace train to proceed; while a ganger of platelayers on the line between Sydenham and Penge, the head porter, and another porter at Sydenham, all speak to the signals being right for the Crystal Palace train, and at "danger" against the Croydon train. The ganger ran towards the Croydon train, held up his hands, and threw gravel on the rails, in order to facilitate the train stopping; and the second porter, who was standing on the up platform waiting for the Croydon train, when he heard the signals over the signal box drop, looked up, and saw that the bottom signal for the Crystal Palace train was the one that had been lowered to "all right," and the stop signal for the same line was also down, and neither train was in sight at this time.

Such is the testimony in favour of the signals being at "all right" for the Crystal Palace train, and at "danger" against the Croydon train.

The driver, fireman, and two guards of the Croydon train all positively state that the Sydenham up distant signal for the Croydon line was at "all right" for that train to proceed before they left the Penge platform. The driver and the two guards also state that the Sydenham up stop signal was at "all right" for them to proceed when they came in sight of it. The driver says that as he was approaching the stop signals, in fact close to them, the one for the Croydon line was raised to "danger," and the Crystal Palace one lowered to "all right." The two guards also state that the Croydon stop signal was placed at "danger," but do not say that they saw it raised; while the fireman says that he was attending to the fire after leaving Penge, until the driver called out, "hold on," and then he looked up and saw both stop signals at "danger."

It appears that another driver and fireman got on the Croydon engine at West Croydon for the purpose of going to New Cross to go on duty; and this driver states that he can say nothing about the signals, as he was sitting in a position in which he could not see them; but when they were approaching Sydenham he observed a platelayer holding up his hands (this was the ganger of the platelayers), and he told the driver of the engine to "Hold on, he wants you to stop," and then he looked round, and saw the Crystal Palace train coming down the bank, and told the driver of the Croydon engine to "go ahead," and the steam was turned on to try and get the Croydon train clear of the Crystal Palace train. The second fireman also could not speak as to the signals, but he observed the signalman who was walking up the line from Penge hold up his arms, and he jumped down

from where he was sitting, and began to apply the break. It further appears that the driver of the Crystal Palace train endeavoured to stop short of the fouling point, while the driver of the Croydon train put on the steam and tried to get clear of the Crystal Palace train. The evidence is conflicting as to the speed at which the two trains were approaching the junction, and the statements vary from 15 to 30 miles an hour.

On the evidence placed before me, I have arrived at the conclusion that the signals were at "all right" for the Crystal Palace train to run through Sydenham station, and at "danger" against the Croydon train; and, in consequence, I should say that the collision was entirely due to the neglect of the company's servants in charge of the Croydon train.

Rule No. 33, which I have quoted, is not very clearly expressed, but as I read it, the Croydon train should have been stopped at the Sydenham up distant signal, and then "without a moment's delay moved gently forward, as far as the road may be clear, to await a signal from the semaphore to proceed." But, from all that I can ascertain, I believe this rule is seldom if ever obeyed. Had it been obeyed on this occasion the collision would not have occurred.

In the same manner, it is probable that the collision would not have occurred if the absolute block telegraph system of working had been in force between Sydenham and Penge, and Sydenham and Bank Top signal box. It probably would have been avoided if the two trains had been furnished with a larger proportion of break power by means of continuous breaks worked from the two break vans in each train; and I think it likely that the signals would not have been

passed in the reckless manner which they appear to have been by the Croydon train if only the regular driver and fireman had been on the engine, as a much better look out ahead would then have been kept.

Rule No. 110 says, "No one, except the proper engine driver and fireman, is to be allowed to ride on the engine or tender, without leave in writing from the secretary, the resident engineer, the locomotive superintendent, or the traffic manager. For every infraction of this rule the engine driver will be punished by a fine of twenty shillings if the person riding on the engine is in the service of the company, or by dismissal if he is a stranger."

But the rule is no longer obeyed, as engine drivers and firemen proceeding to a station for the purpose of going on duty are allowed to ride on the engine.

The head guard of the Croydon train gave in his resignation of the Company's service on the 9th instant, the day after the collision happened. His reason for resigning was that this affair had upset him altogether, and that the number of hours which he was required to work were too long, amounting, sometimes for two or three days consecutively, to 18 hours a day; although for six or seven hours he would be unoccupied at the Crystal Palace, and although he would be paid for the extra hours.

I do not think men should be employed for this number of hours; it is not fair for the men, or right as regards the public.

I have, &c.,

*The Secretary,
(Railway Department),
Board of Trade.*

W. YOLLAND, Col.

Printed copies of this report were sent to the company on the 2nd August.

NORTH BRITISH RAILWAY.

*Railway Department,
Board of Trade,
22 July 1870.*

SIR,

I have the honour to report, for the information of the Board of Trade, in compliance with the instructions contained in your minute of the 25th ult., the result of my inquiry into the circumstances attending the accident which occurred on the 23rd ult., near Ratho station on the North British Railway, from a passenger train leaving the rails.

There were happily only about six passengers in the train, who are all stated to have escaped without injury; but the driver of the train was killed on the spot, and the fireman and guard were knocked down and shaken; the former of the two having had a miraculous escape.

On approaching Ratho station from the west or Glasgow direction, the main line is for some distance perfectly straight and level; 620 yards west of the station, the Coatbridge branch joins the main line, and between this junction and the station there is a cutting through rock. The permanent way of this portion of the up line (on which the train was running) consisted, at the time of the accident, of double-headed rails, in 18 ft. lengths, weighing originally 75 lbs. per yard, secured to transverse sleepers by six chairs of cast iron to each length, the joint chairs weighing 33 lbs., and the intermediate ones 25 lbs. each.

Each chair is fastened to its sleeper by two iron spikes. The old sleepers are partly half round, and partly rectangular in section, and more or less decayed.

This part of the line was not fished; which remark applies to about half the Edinburgh and Glasgow line, but the fishing is being proceeded with as fast as the funds of the Company permit.

The up line had been under repair for about three weeks prior to the accident, the repairs consisting of the substitution of new rectangular sleepers where the old

ones were decayed. The last new sleeper had been put in at a joint about half an hour before the run-off took place, the platelayers being at the time employed in filling in the ballast. In the opinion of the ganger there was nothing in the state of the road at this point to need a red flag being exhibited 800 yards from it; but a green flag was, by order of the inspector of the permanent way, flying at the spot as a warning to drivers to run slowly between it and a white flag about a mile east of Ratho, this part of the road being in indifferent order, and about to be relaid.

The train which met with the accident was one running from the north to Larbert and Edinburgh. On leaving Larbert it was made up as follows: engine and tender, 2nd-class carriage, two 1st-class, two 3rd-class, guards van, and a horse box,—7 vehicles in all, coupled in the order stated. The engine (No. 225) was a single engine with 5½-ft. driving wheels, and 3½-ft. leading and trailing wheels, with inside cylinders 15 in. in diameter, the stroke being 20 in. It was built in 1848 by Sharpe Brothers, and rebuilt in 1864. In 1865 a cast-steel leading axle made at the Rowan Atlas Works, Glasgow, and a cast-steel crank axle (maker's name not known), were put under the engine. It was last turned out of the shops in January 1870, having undergone general repairs. Its weight in running order was about 22 tons,—10 tons on the driving, 7 to 8 tons on the leading, and 4 to 5 on the trailing wheels; and these weights agree with those of a sister engine, No. 227, which I saw in the shops, and which was fairly balanced. The tender was an ordinary six-wheeled one, weighing 12 tons.

The train left Larbert at 3.23 p.m., six minutes late, and Linlithgow at 3.50, 15 minutes late, not having to stop again till it reached Haymarket (close to Edinburgh). The time of the accident was 4hr. 6m., and at 3.55 the Ratho junction signalman had had this train signalled on to him from Pardovan, 6½

miles distant, which would give it an average speed of about 37 miles an hour over this 6½ miles. The driver was an experienced servant of the Company, and the fireman had acted as such for five years, having run with the present engine for about a year, which he described as having been in good order,—not perfectly steady, but nothing to complain about. It had behaved well on the down journey from Edinburgh to Larbert, and all had gone right on the up journey as far as Ratho. In consequence of the green flag before alluded to (placed about 350 yards east of the junction), steam had, according to the fireman, been shut off at the junction, and his break had been slightly applied, by which he thinks the speed had been reduced to somewhat under 30 miles an hour, when he felt a kind of drop, and remembered nothing more. He had been standing on the off side of the engine, and when he recovered he found himself lying on the foot plate on the driver's legs. The head and shoulders of the latter were below the tender, and he was quite dead. The fireman was only shaken and bruised. The guard of the train, who was looking out of his van window for the station signals, first received a blow in the mouth, and was then, in getting to his break handle, knocked down in his van, but escaped serious injury. He considered the speed to have been about 30 miles an hour. After attending to the passengers, he went back to examine the place where the run off occurred, and found it to be where the old and new sleepers joined. He thought that the wheel of the engine had mounted the left rail a few inches on the Linlithgow side of the joint, after which the track of the engine wheels was clearly visible on the outside of the rail next the rock cutting. The guard's evidence is corroborated by that of the locomotive foreman, who was on the spot soon after the accident, and who is confident that the run off occurred at the junction of the new and old sleepers, as he saw the mark of the left wheel on the rail east of that point, and wheel marks on the ballast close to the inside of the off rail.

The ganger, on the contrary, thinks that the engine mounted at the second rail east of the last new sleeper. After mounting, its left side very soon came in contact with the rock cutting on the left, and it finally stopped 87 yards east of the last new sleeper, having turned over on its left side, with its funnel resting against the rock; the tender was close to it, also turned over on its left side; the 1st carriage was lying on its right

side across the up line; the 2nd carriage on its right side obliquely across the down line; the 3rd carriage was on its wheels across the 6 ft. space; and the 4th and 5th carriages, guards van, and horse box on their wheels in the 6 ft. space.

The leading axle of the engine was broken off with a clean fracture just inside the boss of the left wheel. The journal of the driving axle was also broken off inside the left outside axle box, (the driving wheels had double bearings). The trailing axle was knocked from under the engine, and the axle boxes broken. Several of the springs were also more or less damaged.

The tender had all its wheels knocked from under it, and the journal of one of the axles was broken inside the axle box. The machinery also suffered a great deal. These injuries to the engine and tender are, I think, to be all attributed to blows received on collision with the rock cutting.

In the permanent way there were three central chairs broken under the left rail next to and east of the last new sleeper; the joint chair was broken at the east end of the 3rd left-hand rail from this sleeper; then for three or four rails length the road was burst and twisted, after which it was not much disturbed. At the time I visited the spot, many of the rails had been removed to some distance off, and it was difficult to identify the exact positions they had occupied, but there were distinct marks of the mounting of an engine wheel on what were stated to have been the west ends of two rails.

From the weight of the evidence, I am disposed to think that this accident is to be attributed to the permanent way having been left in a state not adapted for fast running at the point at which the new and old sleepers joined, and that the ganger is to blame for not having sent a flag 800 yards ahead to notify that the road was under repair.

The state of the permanent way both of the up and down lines of this part of the Edinburgh and Glasgow Railway, appeared to me to be by no means satisfactory. I should strongly recommend that its repair be immediately undertaken, and that meantime the speed of the trains should be very much reduced over these and any similarly circumstanced portions.

I have, &c.

*The Secretary,
Railway Department,
Board of Trade.*

*C. S. HUTCHINSON,
Lieut.-Col. R.E.*

Printed copies of this report were sent to the company on the 3rd August.

NORTH-EASTERN RAILWAY.

*Board of Trade
Railway Department,
Whitehall, 12th July 1873.*

SIR,

In compliance with the instructions contained in your notice of the 24th ult. I have the honour to report to the information of the Board of Trade, the result of my inquiry into the circumstances attending the accident which occurred on the 23rd ult. at Glasgow Junction, near Newcastle, on the North-Eastern Railway, between an express train and an ordinary passenger train.

Trains consisting of steam locomotives and coaches are started at 10.15 from Newcastle for Glasgow. These are followed immediately by those who were travelling by the ordinary train, of which the driver was injured and knocked about.

At 11.15 a passenger train about two miles from Newcastle, on the main line from the north, met with an accident at Newcastle. The train and engine are stopped at the junction of the main line and the branch line to the south. The engine is on the main line, and the passenger train is on the branch line. The engine is on the main line, and the passenger train is on the branch line.

Heaton; on the main line are Benson and Killingworth, and on the Tynebranch branch Walker and Wallsend. The line falls from Benson towards the junction at the rate of 1 in 200, the distant signal being 500 yards off; from Walker it rises towards the junction at 1 in 500, the distance between Walker and the junction being 1,100 yards, the junction distant signal being 500 yards off and visible for a short distance on a clear day.

Wednesday, the 23rd June, was the second day of Newcastle races, and among other express trains arranged to run on the occasion was one from Newcastle at 7.30 a.m. picking up passengers at all stations up to Loughborough, the station next north of Newcastle, between which and Newcastle it was not timed to stop. The train consisted of engine and tender, guards' van, three 2nd-class carriages, two second-class four-wheelers, three second-class and composite, one 2nd-class and composite, one third-class, and composite, and guards' van. It was in all composed of the recent stock. At about 11.15 a.m. the signalman at the Glasgow Junction signal received from Killingworth station about 10 miles to the

north), five beats on his telegraphic bell, indicating that a special train was approaching from the north. As this train would run into Newcastle without stopping, it would, according to the Heaton Junction rules, take precedence over all Tynemouth branch up trains. At the time this signal was received, the signalman saw the 10 a.m. train from Tynemouth to Newcastle (which consisted of engine and tender, one first-class carriage, one first-class coupé, one composite, one second-class, one first-class, one second-class, one composite, one first-class, guard's van, five third-class, 14 vehicles in all, coupled in the order stated), approaching Walls End station, the second from the junction, and just before it started from Walker station (the one next the junction) he had lowered the main and distant signals for the special train, which came in sight as the Tynemouth train was starting from Walker, about three minutes late. The main and distant signals must, therefore, have been against the Tynemouth train, which its driver does not deny; and they were observed to be at danger by the guard of this train, who used his break in consequence. The signalman saw the train leave Walker, and at first fully expected it would pull up short of the junction, but finding its speed was not being reduced when about 200 or 300 yards off (the special train being about the same distance off) he waved his red flag violently. The speed of the Tynemouth train was however not sensibly reduced, and it was running through the junction at about 15 miles an hour, when the engine of the special train struck the carriage next the tender, and smashed it to pieces; the body of the next carriage was thrown on to the slope of an embankment on the east of the line; the third carriage was thrown against the wall of an overbridge close by the junction points, no serious damage being done to any further carriages, which were some of them off the road. There were happily only three passengers in the first two carriages. The driver and fireman of the Tynemouth train had jumped off the engine about 30 yards short of the junction, steam not having been shut off, but the tender breaks slightly applied. The force of the collision uncoupled this engine from its tender, and the former ran on towards Newcastle at a speed of from 15 to 20 miles an hour. As it was approaching Manors Junction about $\frac{1}{4}$ mile from Heaton Junction, it was observed by the driver, fireman, and guard of a pilot engine standing on a branch line near Manors Junction. As soon as the runaway engine had passed, it was pursued by the pilot engine, the driver and guard getting on to the front buffer beam, leaving the fireman in charge. The first engine was caught up in about $\frac{1}{4}$ of a mile, when the driver of the pilot engine, named Joseph Steel, jumped on to the tender buffer beam of the runaway, thence got to its foot plate, and soon succeeded in stopping it. The guard also jumped, but missed his footing, and happily escaped without injury. These three men have all been liberally rewarded by the directors of the North-Eastern Railway Company, and deservedly, for had the engine not been stopped the consequences might have been most serious. The driver of the special

train states that on nearing Heaton Junction, at a speed of about 8 or 9 miles an hour, he saw the Tynemouth train some 300 yards from the junction, approaching it, with steam on, at a speed which led him to think there would be a collision. He used in consequence every effort to pull up (the guards also applying their breaks), but owing to the descending gradient, and the weight of his train, was able to reduce his speed only to about five miles an hour, and struck the first carriage of the Tynemouth train, inflicting the damage before stated. His own engine and tender received but very slight injury, and did not leave the rails; the front van and carriage next to it were off the rails, and some of the doors, steps, and handles were stripped; but only one passenger complained of injury in this train. The speed on approaching the junction was probably in excess of that admitted by the driver; but I do not think that any blame attaches to the servants of the company in charge of this train, who appear to have done all they could to prevent the collision.

The cause of the collision is without doubt to be attributed to the entire disregard of signals on the part of the driver of the Tynemouth train. He has been driver with the North-Eastern Company for 17 $\frac{1}{4}$ years, and accustomed to driving on the Tynemouth branch. He had borne an excellent character up to the time of the collision. There is no suspicion that he was intoxicated; nor could I ascertain that he was at all addicted to drink, nor find out any reason for his conduct on the present occasion. The fireman states that he was attending to his fire, and knew nothing about any danger, till the driver sang out, "Ho! Ho! Jump!" Upon which he gave a slight turn at his break handle, and jumped off.

The guard of the train states that seeing the distant signal at danger he got his break on about 100 yards before reaching it, which it is possible (though not probable) he may have done.

The amount of break power with either train was very insufficient, and it is by no means improbable that, had there been "one break vehicle to every three or four carriages, a proportion which may be economically provided by the use of continuous breaks," as recommended by the Board of Trade, instead of only 1 to 14, and 2 to 21 respectively, the collision might have been avoided.

Again, there was no intercommunication between guard and driver in the Tynemouth train. Had it existed, it might have enabled the guard, who apparently saw the danger long before the driver, to have aroused the latter to a sense of it in time to have averted the collision.

The distant signals both towards Benton and Walker might be advantageously removed further from the junction.

I have, &c.

*The Secretary,
Railway Department,
Board of Trade.*

C. S. HUTCHINSON,
Lieut-Col., R.E.

Printed copies of this report were sent to the company on the 28th July.

SHREWSBURY AND HEREFORD JOINT RAILWAY.

SIR,

Shrewsbury, 5th July 1870.

IN compliance with the instructions contained in your minute of the 21st ultimo, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances connected with a collision that occurred on the 16th ultimo at the south end of Shrewsbury station, between a passenger train belonging to the Shrewsbury and Hereford Joint Railway Committee and a London and North-Western Railway Company's goods train.

Three passengers are returned as having been

bruised, shaken, or cut, and three or four others as having been slightly shaken, by the collision.

At about 140 yards south of the south end of the platforms of the Shrewsbury joint station the junction takes place of the lines from Hereford and Wellington. The junction is supplied with a locking apparatus, which provides for the interlocking of the principal points and signals; but there are four unlocked distant signal levers and two unlocked point levers in the cabin. About 90 yards north of the cabin there is a pair of facing points (worked by one of these unlocked

levers), which in their normal position connect a third line of rails on the east of the main line with some sidings lying to the east of the Wellington line, and, when pulled over, form a connexion between this third line and the main line to the south, a few yards short of the junction. This third line runs northward as far as the south end of the station, where it diverges into three passenger lines and a goods line, each controlled by interlocked starting signals worked from a cabin (called the "platform" cabin) at the south end of the station. One of the unlocked distant signal levers in the junction cabin works a signal close to the platform cabin, to control everything passing outwards on the third line, and the platform cabin signalman is supposed to lower neither of his outgoing signals until the junction signalman has lowered this distant signal. As the third line is used also for trains running from the Shropshire sidings northwards to the station, the platform signalman works an interlocked distant signal opposite the junction cabin, to stop anything approaching the station from the sidings while any train is running over it in the contrary direction; the junction signalman has no corresponding signal to control the exit from these sidings, so that conflicting signals for this single line may be given by the independent action of the two signalmen. The other unlocked point lever in the junction cabin works the points of a cross-over road connecting the main up and down lines, and the unlocked distant signal levers are those referring to the three main lines.

On the evening of the 16th ultimo an experienced signalman, named Campion, who had been doing duty in the junction cabin for the last 15½ years, took up the night work at 6 o'clock. A London and North-Western Company's goods train, consisting of engine and tender, 30 waggons, and a break van, from Leominster, had passed his cabin at about 8.30 p.m., and had then backed down the third line into the Shropshire sidings, where it had some shunting to do. After making one shunt, the engine drew up to the platform cabin distant signal (which was now at danger) opposite the junction cabin, waiting till it could again draw out on the third line, to make another shunt into another of the Shropshire sidings.

Campion states that thinking the goods driver was going to start while the signal was at danger, he put his head out of the cabin window to warn him not to do so until the 8.35 p.m. passenger train from Shrewsbury to Hereford, which would use the third line, had cleared the crossings. The engine of this latter train having now whistled for the signals, Campion, as he withdrew his head, grasped, as he thought and intended, the lever handle which moved the points connecting the third line and main up line together, and pulled it over to set these points right for the main up line. He then lowered his distant signal (that opposite the platform cabin), and the starting signal having been lowered by the platform cabin signalman, the passenger train left the station. Just as it reached the facing points on the third line, Campion happening to glance at his lever handles, saw at once that he had by mistake moved the one which worked the cross-over road points, instead of the one he had intended to move, these handles standing next each other in the frame. The engine being now upon the points it was impossible for him to alter them without splitting the train, and he therefore ran outside his

box to try and attract the attention of both engine drivers, by shouting, &c. This, however, he was unable to do to any purpose, and the passenger engine struck the goods engine, the speed of the former being from six to eight miles to an hour, and the latter being at rest. Very little damage was done to either train, nothing being knocked off the road, and both engines being able to work after the collision, broken buffer planks and castings being the principal injuries received.

The passenger train concerned in this collision consisted of engine and tender, six carriages, filled principally with volunteers, and a guards van, and the injuries received are stated to have occurred mainly to those who were resting upon their muskets. It was due to start for Hereford at 8.35 p.m., and was detained four or five minutes waiting for a Great Western train. The driver, who was giving sand to his wheels, saw, just as he reached the facing points, that they were lying open for the Shropshire sidings. He at once shut off his steam, reversed, and put on contrary steam; but his fireman had hardly time to apply his break (as he was attending to his fire) before they struck the goods engine, the distance between the points and it being only 75 yards. They both jumped from the engine before the collision, and were neither of them hurt. The driver and fireman of the goods train were both engaged with the fire when the signalman shouted to them; the fireman had just time to jump off, but the driver was knocked down on the foot plate, neither of them being injured.

The immediate cause of this collision was the admitted mistake of the signalman in moving the wrong point lever. He is a man of excellent character, and has never made any mistake previously during his 15½ years' service in this signal cabin. There is no suspicion that on the present occasion he was either intoxicated or in any way unfit for duty.

The true cause of the collision must therefore be attributed, like so many previous ones of a similar nature, to the absence of mechanical appliances by which such a mistake as that which led to this collision would be rendered impossible.

The superintendent of the line informs me that since this collision orders have been given to remedy the defects (above pointed out) which now exist in the locking apparatus in the junction cabin. I should further recommend that the system of "slotting" should be introduced as far as possible in connexion with the junction and platform cabin signals (by which means the number of the existing signals may be reduced), and that "locking bars" should be attached to those facing points which are situated so far from the signalman as to make it impossible or difficult to know when the whole of a train has cleared the points. The two cabins should also be placed in communication with each other by means of gong or telegraphic bell, and the junction signalman should be provided with additional interlocked signals in connexion with the facing points, and should also control by an interlocked lever the signal for the Shropshire sidings now worked from the platform cabin.

I have, &c.,

C. S. HUTCHINSON,
Lieut.-Col. R.E.

*The Secretary,
(Railway Department),
Board of Trade.*

Printed copies of this report were sent to the Shrewsbury and Hereford Joint Railway Committee on the 16th July.

TOWER SUBWAY.

SIR, 1, *Whitehall*, 30th June 1870.

In compliance with the instructions contained in your minute of the 27th instant, I have the honour to report, for the information of the Board of Trade, that I have enquired into the accident which occurred at the Tower Subway on the 23rd instant, but at a time when the subway was not in use for passenger traffic. A failure having occurred in the valve-spindle of the engine, the fireman came up in the "lift" about 5 o'clock in the afternoon, for the means of temporarily repairing it. On reaching the top (in Vine Street) the fireman ran round the corner into the store room, fetched out a bolt, and returned to the lift. The company's guardian at the door of the lift had, in the meantime, given the signal to allow the lift to descend, in order, by the working of the engine (and the lift), to pump water into the boiler. The fireman, wishing to descend with the lift, pushed open the doors (which were partly closed) and fell into such a position that

he was unfortunately crushed between the top of the lift and the ground, as the lift descended.

It is very necessary that the iron sliding doors at the entrance to the subway should be completely closed in every case before the lift commences to descend, and it is now proposed to ensure this being done by the addition of portions of angle iron to the doors and to the lift, so that it may be impossible to set the lift in motion from the top unless the doors are closed. The latches of these iron doors, which can be opened with a railway key only, should also be always kept in such a condition that the doors may not only be shut, but also be *locked*, before the lift commences its descent.

I have, &c.

H. W. TYLER.

*The Secretary,
Railway Department,
Board of Trade.*

Printed copies of the above report were sent to the company on the 11th July.

miles distant, which would give it an average speed of about 37 miles an hour over this $6\frac{1}{2}$ miles. The driver was an experienced servant of the Company, and the fireman had acted as such for five years, having run with the present engine for about a year, which he described as having been in good order,—not perfectly steady, but nothing to complain about. It had behaved well on the down journey from Edinburgh to Larbert, and all had gone right on the up journey as far as Ratho. In consequence of the green flag before alluded to (placed about 350 yards east of the junction), steam had, according to the fireman, been shut off at the junction, and his break had been slightly applied, by which he thinks the speed had been reduced to somewhat under 30 miles an hour, when he felt a kind of drop, and remembered nothing more. He had been standing on the off side of the engine, and when he recovered he found himself lying on the foot plate on the driver's legs. The head and shoulders of the latter were below the tender, and he was quite dead. The fireman was only shaken and bruised. The guard of the train, who was looking out of his van window for the station signals, first received a blow in the mouth, and was then, in getting to his break handle, knocked down in his van, but escaped serious injury. He considered the speed to have been about 30 miles an hour. After attending to the passengers, he went back to examine the place where the run off occurred, and found it to be where the old and new sleepers joined. He thought that the wheel of the engine had mounted the left rail a few inches on the Linlithgow side of the joint, after which the track of the engine wheels was clearly visible on the outside of the rail next the rock cutting. The guard's evidence is corroborated by that of the locomotive foreman, who was on the spot soon after the accident, and who is confident that the run off occurred at the junction of the new and old sleepers, as he saw the mark of the left wheel on the rail east of that point, and wheel marks on the ballast close to the inside of the off rail.

The ganger, on the contrary, thinks that the engine mounted at the second rail east of the last new sleeper. After mounting, its left side very soon came in contact with the rock cutting on the left, and it finally stopped 87 yards east of the last new sleeper, having turned over on its left side, with its funnel resting against the rock; the tender was close to it, also turned over on its left side; the 1st carriage was lying on its right

side across the up line; the 2nd carriage on its right side obliquely across the down line; the 3rd carriage was on its wheels across the 6 ft. space; and the 4th and 5th carriages, guards van, and horse box on their wheels in the 6 ft. space.

The leading axle of the engine was broken off with a clean fracture just inside the boss of the left wheel. The journal of the driving axle was also broken off inside the left outside axle box, (the driving wheels had double bearings). The trailing axle was knocked from under the engine, and the axle boxes broken. Several of the springs were also more or less damaged.

The tender had all its wheels knocked from under it, and the journal of one of the axles was broken inside the axle box. The machinery also suffered a great deal. These injuries to the engine and tender are, I think, to be all attributed to blows received on collision with the rock cutting.

In the permanent way there were three central chairs broken under the left rail next to and east of the last new sleeper; the joint chair was broken at the east end of the 3rd left-hand rail from this sleeper; then for three or four rails length the road was burst and twisted, after which it was not much disturbed. At the time I visited the spot, many of the rails had been removed to some distance off, and it was difficult to identify the exact positions they had occupied, but there were distinct marks of the mounting of an engine wheel on what were stated to have been the west ends of two rails.

From the weight of the evidence, I am disposed to think that this accident is to be attributed to the permanent way having been left in a state not adapted for fast running at the point at which the new and old sleepers joined, and that the ganger is to blame for not having sent a flag 800 yards ahead to notify that the road was under repair.

The state of the permanent way both of the up and down lines of this part of the Edinburgh and Glasgow Railway, appeared to me to be by no means satisfactory. I should strongly recommend that its repair be immediately undertaken, and that meantime the speed of the trains should be very much reduced over these and any similarly circumstanced portions.

I have, &c.

*The Secretary,
Railway Department,
Board of Trade.*

C. S. HUTCHINSON,
Lieut.-Col. R.E.

Printed copies of this report were sent to the company on the 3rd August.

NORTH-EASTERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 14th July 1870.*

SIR,

IN compliance with the instructions contained in your minute of the 24th ult., I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances attending the collision which occurred on the 22nd ult., at Heaton Junction, near Newcastle, on the North-eastern Railway, between an excursion train and an ordinary passenger train.

Injuries, consisting of sprains, contusions, and shakes, are stated to have been received by 30 passengers. These occurred almost exclusively to those who were travelling by the ordinary train, of which the driver was bruised and knocked about.

At Heaton Junction, about two miles from Newcastle, the main line from the north unites with that from Tynemouth to Newcastle. The points and signals are arranged on the interlocking principle, and there are telegraphic bells in the cabin to indicate to the signalman the approach of coming trains. The station next to the junction on the Newcastle side is

Heaton; on the main line are Benton and Killingworth, and on the Tynemouth branch, Walker and Wallsend. The line falls from Benton towards the junction at the rate of 1 in 200, the distant signal being 560 yards off; from Walker it rises towards the junction at 1 in 352, the distance between Walker and the junction being 1,188 yards, the junction distant signal being 350 yards off, and visible for a long distance on a clear day.

Wednesday, the 22nd June, was the second day of Newcastle races, and among other excursion trains arranged to run on the occasion was one from Berwick at 7.30 a.m., picking up passengers at all stations up to Longhirst (the station next north of Morpeth), between which and Newcastle it was not timed to stop. The train consisted of engine and tender, guard's van, three third-class carriages, two second-class, four third-class, three second-class, one composite, two third-class, two second-class, one third-class, one composite, and guard's van, 21 vehicles in all, coupled in the order stated. At about 10.20 a.m., the signalman in the Heaton Junction cabin received from Killingworth station (about $4\frac{1}{2}$ miles to the

RAILWAY, &c. BILLS.

(SESSION 1869.)

RETURN to an Order of the Honourable The House of Commons,
dated 5 August 1869;—*for*,

RETURN “of CAPITAL in SHARES and by LOANS, respectively, proposed to be raised by the RAILWAY and other BILLS brought before PARLIAMENT in the present Session (1869), and the Aggregate Amount of such Capital and Loans; together with the Gross Aggregate Returns of the Four previous Years.”

(*Mr. Bazley.*)

*Ordered, by The House of Commons, to be Printed,
15 February 1870.*

RETURN OF CAPITAL in SHARES and by LOANS, respectively, proposed to be raised by the RAILWAY and other BILLS brought before PARLIAMENT in the present Session (1869), and the Aggregate Amount of such Capital and Loans; together with the Gross Aggregate Returns of the Four previous Years.

TITLE OF BILL.	Proposed Capital.		
	By Shares.	By Loans.	TOTAL.
	£.	£.	£.
1. Aberdare and Aberaman Consumers' Gas - - - - -	20,000	5,900	25,000
2. Accrington Gas and Water - - - - -	—	—	—
3. Albert Bridge - - - - -	—	—	—
4. All Saints' District, Bishopsgate - - - - -	—	—	—
5. Athenry and Tuam Railway - - - - -	60,000	20,000	80,000
6. Aylesbury, Thame, Oxford, &c. Road - - - - -	—	—	—
7. Barnstaple Gas (No. 1) - - - - -	5,000	3,000	8,000
8. Barnstaple Gas (No. 2) - - - - -	16,000	4,000	20,000
9. Bayswater Market and Baths - - - - -	60,000	15,000	75,000
10. Belgrave Market - - - - -	160,000	40,000	200,000
11. Belgravia and Chelsea Market - - - - -	220,000	50,000	270,000
12. Belgravia and South Kensington New Road - - - - -	—	—	—
13. Birkenhead and Liverpool Railways - - - - -	900,000	300,000	1,200,000
14. Birmingham Gas - - - - -	300,000	75,000	375,000
15. Bishop's Stortford Waterworks - - - - -	6,000	1,500	7,500
16. Bouldnor, Yarmouth, and Freshwater Railway and Pier - - - - -	50,000	16,600	66,600
17. Bradford Waterworks - - - - -	—	330,000	330,000
18. Brean Down Harbour and Docks - - - - -	—	—	—
19. Bridgend (Glamorganshire) Gas and Water - - - - -	11,000	2,750	13,750
20. Brighton and Hove General Gas - - - - -	—	—	—
21. Brighton and Metropolitan Railway - - - - -	1,350,000	450,000	1,800,000
22. Brighton Aquarium and Improvements - - - - -	40,000	10,000	50,000
23. Brighton, Shoreham, and Lancing Roads - - - - -	—	—	—
24. Bristol and North Somerset Railway - - - - -	—	—	—
25. Bristol Harbour Railway - - - - -	50,000	16,666	66,666
26. Brynbo Water - - - - -	20,000	6,600	26,600
27. Buckfastleigh, Totnes, and South Devon Railway - - - - -	—	—	—
28. Caledonian, Glasgow and South Western, and Crofthead and Kilmarnock Extension Railway Companies.	—	—	—
29. Caledonian Railway - - - - -	—	—	—
30. Callington and Calstock Railway - - - - -	60,000	20,000	80,000
31. Cambridge Gas - - - - -	15,000	3,750	18,750
32. Carmarthen New Gas - - - - -	6,000	2,750	8,750
33. Ceylon Company (Limited) - - - - -	—	—	—
34. Clapham and London Bridge Railway - - - - -	1,200,000	400,000	1,600,000
35. Cleckheaton Gas - - - - -	13,935	3,483	17,418
36. Cleveland Water and Gas - - - - -	12,000	4,000	16,000
37. Clontarf Township - - - - -	—	—	—
38. Consett Waterworks - - - - -	150,000	37,500	187,500
39. Cray Valley Sewerage and Drainage - - - - -	—	35,000	35,000
40. Crickvaen Bridge - - - - -	12,000	4,000	16,000
41. Crystal Palace and South London Junction Railway - - - - -	75,000	25,000	100,000
42. Crystal Palace Company - - - - -	—	—	—
43. Darwen Waterworks - - - - -	40,000	10,000	50,000
44. Devon and Cornwall Railway - - - - -	—	—	—
45. Dorking Water - - - - -	9,000	2,250	11,250
46. Dublin and Drogheda Railway - - - - -	—	—	—
47. Dublin and Meath Railway - - - - -	—	—	—
48. Dublin and Ulster Railway - - - - -	—	—	—
49. Dublin Port and Docks - - - - -	—	355,000	355,000
50. Dukinfield and Denton Local Boards of Health - - - - -	—	—	—
51. Dumbarton Waterworks and Municipality - - - - -	—	5,000	5,000
52. Dundalk and Greenore Railway - - - - -	—	—	—
53. Dundee Harbour - - - - -	—	200,000	200,000
54. Dundee Water - - - - -	—	80,000	80,000
55. Eastern Metropolitan Underground Railway - - - - -	600,000	200,000	800,000
56. East Norfolk Railway - - - - -	15,000	5,000	20,000
57. Edinburgh and District Water - - - - -	—	650,000	650,000
58. Edinburgh Parish Poorhouse Water Supply - - - - -	—	—	—

TITLE OF BILL.	Proposed Capital.		
	By Shares.	By Loans.	TOTAL.
	£.	£.	£.
59. Edinburgh Royal Infirmary - - - - -	—	—	—
60. Elham Valley Railway - - - - -	—	—	—
61. Ellesmere and Glyn Valley Railway - - - - -	—	—	—
62. English and Continental Intercommunication - - - - -	500,000	166,000	666,000
63. Enniskillen, Bundoran, and Sligo Railway - - - - -	—	—	—
64. Fermoy and Lismore Railway - - - - -	100,000	33,300	133,300
65. Festiniog Railway Company - - - - -	90,000	30,000	120,000
66. Finsbury Park Act, 1857, Amendment - - - - -	—	—	—
67. Furness Railway - - - - -	100,000	33,300	133,300
68. Garstang and Knot End Railway - - - - -	30,000	10,000	40,000
69. Gateshead and Hexham Roads - - - - -	—	—	—
70. Glasgow and South Western Railway - - - - -	—	—	—
71. Glasgow (City) Union Railway - - - - -	—	—	—
72. Glasgow City and Suburban Gas Company - - - - -	100,000	25,000	125,000
73. Glasgow Corporation Gas (New Works, &c.) - - - - -	—	600,000	600,000
74. Glasgow Corporation Gas (Purchase of existing Gas Works, &c.) - - - - -	—	1,000,000	1,000,000
75. Glasgow Gas Light Company - - - - -	100,000	—	100,000
76. Glyn Valley Tramway - - - - -	20,000	6,600	26,600
77. Great Central Gas Consumers' Company - - - - -	100,000	25,000	125,000
78. Great Eastern Railway - - - - -	—	—	—
79. Great Eastern Railway (Steamboats) - - - - -	—	—	—
80. Great Northern and Western (of Ireland) Railway - - - - -	30,000	10,000	40,000
81. Great Tower Hill - - - - -	—	—	—
82. Great Western Railway - - - - -	—	—	—
83. Great Yarmouth Waterworks - - - - -	40,000	10,000	50,000
84. Greenock Water - - - - -	—	60,000	60,000
85. Grimsby Corporation - - - - -	—	20,000	20,000
86. Haddenham, Willingham, and Longstanton Railway - - - - -	40,000	13,333	53,333
87. Harrogate Waterworks - - - - -	24,800	6,200	31,000
88. Harrow, Edgware, and London Railway - - - - -	45,000	15,000	60,000
89. Hartlepool Port and Harbour - - - - -	—	180,000	180,000
90. Hastings Pier - - - - -	5,000	1,500	6,500
91. Hereford, Hay, and Brecon Railway - - - - -	—	22,000	22,000
92. Holborn Valley Improvement - - - - -	—	600,000	600,000
93. Holyhead Docks and Warehouses - - - - -	450,000	150,000	600,000
94. Hounslow and Metropolitan Railway - - - - -	—	—	—
95. Huddersfield Waterworks - - - - -	—	300,000	300,000
96. Hyde Park and City Railway - - - - -	1,368,000	362,000	1,720,000
97. Ilkley Gas Supply - - - - -	10,000	2,500	12,500
98. Imperial (Fire) Insurance - - - - -	—	—	—
99. Imperial Gas - - - - -	975,000	243,750	1,218,750
100. Islington Railway - - - - -	800,000	—	800,000
101. Keighley Waterworks Extension and Improvement - - - - -	—	141,000	141,000
102. Kent Coast Railway - - - - -	—	—	—
103. Kew, and other Bridges - - - - -	—	150,000	150,000
104. King's Lynn Docks and Railway - - - - -	9,500	3,160	12,660
105. Kingstown Town - - - - -	—	—	—
106. Lambeth Waterworks - - - - -	500,000	125,000	625,000
107. Lancashire and Yorkshire Railway - - - - -	—	—	—
108. Launceston and South Devon Railway - - - - -	—	33,500	33,500
109. Leeds Improvement - - - - -	—	—	—
110. Liverpool and Birkenhead Railways (Ferry Junction) - - - - -	240,000	80,000	320,000
111. Llanelly Railway and Dock Company - - - - -	18,000	6,000	24,000
112. Llynvi and Ogmore Railway - - - - -	—	—	—
113. London and North Western Railway - - - - -	—	—	—
114. London and South Western Railway (Bideford to Great Torrington, Extension of Time). - - - - -	—	—	—
115. London and South Western Railway (Further Powers) - - - - -	225,000	75,000	300,000
116. London, Chatham, and Dover Railway - - - - -	—	—	—
117. London (City) Subways - - - - -	—	—	—
118. London Necropolis and National Mausoleum - - - - -	—	—	—
119. Loughlinstown Commons Inclosure - - - - -	—	—	—
120. Lynnington Harbour and Docks - - - - -	—	—	—

TITLE OF BILL.	Proposed Capital.		
	By Shares.	By Loans.	TOTAL.
	£.	£.	£.
191. Manchester and Stockport Railway - - - - -	—	—	—
192. Manchester City Railways - - - - -	340,000	113,333	453,333
193. Manchester Corporation Waterworks and Improvement - - - - -	—	250,000	250,000
194. Manchester, Sheffield, and Lincolnshire Railway (Additional Lands at Grimsby). - - - - -	—	—	—
195. Manchester, Sheffield, and Lincolnshire and Midland Railway Companies (Joint Lines). - - - - -	394,000	130,600	524,600
196. Margate Pier and Tramway - - - - -	120,000	40,000	160,000
197. Maryport Town and Harbour Gas - - - - -	5,600	2,000	7,600
198. Medway Docks - - - - -	—	—	—
199. Melton Mowbray Cattle Market, &c. - - - - -	—	4,000	4,000
200. Mendip Mineral Railway - - - - -	50,000	16,600	66,600
201. Mersey Docks and Harbour Board - - - - -	—	—	—
202. Metropolitan District Railway - - - - -	—	—	—
203. Metropolitan Railway - - - - -	600,000	200,000	800,000
204. Metropolitan (Southern District) Railway - - - - -	300,000	100,000	400,000
205. Metropolitan Street Tramways - - - - -	240,000	80,000	320,000
206. Metropolitan Tramways - - - - -	180,000	60,000	240,000
207. Midland and London and North Western Railway Companies (Lancaster and Carlisle, and Settle and Carlisle Railways, &c.) - - - - -	—	—	—
208. Midland Great Western Railway (of Ireland) Company - - - - -	—	—	—
209. Midland Railway (Additional Powers) - - - - -	30,000	10,000	40,000
210. Mid Wales Railway - - - - -	—	—	—
211. Milford Improvement - - - - -	—	3,000	3,000
212. Milnrow Gas - - - - -	10,000	2,500	12,500
213. Mossley Local Board Waterworks - - - - -	—	40,000	40,000
214. Navan and Kingscourt Railway - - - - -	27,000	9,000	36,000
215. Neath and Brecon, and Swansea Vale and Neath and Brecon Junction Railway Companies. - - - - -	—	—	—
216. Newcastle-upon-Tyne Assembly Rooms - - - - -	8,000	2,000	10,000
217. Newport Harbour Commissioners - - - - -	—	50,000	50,000
218. North British Railway - - - - -	—	—	—
219. North Eastern Railway - - - - -	—	—	—
220. North London Railway - - - - -	—	—	—
221. Nottingham Waterworks - - - - -	150,000	37,500	187,500
222. Oldham Corporation Waterworks, &c. - - - - -	—	300,000	300,000
223. Oriol College, Oxford - - - - -	—	—	—
224. Oswaldtwistle Local Board - - - - -	—	20,000	20,000
225. Oxford Gas Light and Coke Company - - - - -	30,000	7,500	37,500
226. Park Lane Improvement - - - - -	—	135,000	135,000
227. Pimlico, Peckham, and Greenwich Street Tramways - - - - -	45,000	15,000	60,000
228. Pontefract Park Trustees and Street Commissioners - - - - -	—	5,000	5,000
229. Portleven Harbour - - - - -	—	—	—
230. Portobello Pier - - - - -	6,000	2,000	8,000
231. Port of London and Billingsgate Railway - - - - -	2,500,000	833,000	3,333,000
232. Preston Corporation - - - - -	—	255,000	255,000
233. Radcliffe and Pilkington Gas - - - - -	50,000	12,500	62,500
234. Railway Consolidated Annuities - - - - -	—	—	—
235. Redbrough Bridge - - - - -	—	—	—
236. Richmond and Reeth Railway - - - - -	50,000	16,666	66,666
237. Rock Life Assurance Company - - - - -	—	—	—
238. Ross Improvement Act, 1865, Amendment - - - - -	—	—	—
239. Rother Valley Railway - - - - -	30,000	10,000	40,000
240. Ryde Tramways - - - - -	5,000	—	5,000
241. Saint Andrew's Chapel, Hove - - - - -	—	—	—
242. Saint Giles, Cripplegate, Vestry - - - - -	—	—	—
243. Saint Helen's Borough Improvement - - - - -	—	130,000	130,000
244. Saint James' Chapel and Burial Ground, Hampstead Road. - - - - -	—	—	—
245. Saint Martin-in-the-Fields Workhouse Fund Appropriation. - - - - -	—	—	—
246. Saint Mary, Newington, Surrey - - - - -	—	—	—
247. Sandwich and Adisham Railway - - - - -	60,000	2,000	62,000
248. Seaside Railway Company - - - - -	—	—	—
249. Severn and Wye Railway and Canal - - - - -	—	—	—

TITLE OF BILL.	Proposed Capital.		
	By Shares.	By Loans.	TOTAL.
	£.	£.	£.
180. Severn Navigation Commission - - - - -	-	20,000	20,000
181. Shotley Bridge and Consett District Gas - - - - -	30,000	6,000	36,000
182. Sligo Borough Improvement - - - - -	-	50,000	50,000
183. South Devon Railway - - - - -	-	-	-
184. Southend and Shoeburyness Railway - - - - -	24,000	8,000	32,000
185. South Metropolitan Gas Light and Coke Company - - - - -	250,000	125,000	375,000
186. Southsea Railway - - - - -	-	-	-
187. Spalding Waterworks - - - - -	5,000	1,600	6,600
188. Standish Rectory - - - - -	-	-	-
189. Stockton-on-Tees Extension and Improvement - - - - -	-	-	-
- Corporation may borrow moneys on credit of rates. Amount not stated.			
190. Stoney Stratford Railway - - - - -	7,500	2,500	10,000
191. Tendring Hundred Railway - - - - -	-	-	-
192. Truro Waterworks - - - - -	20,000	5,000	25,000
193. Tyne Salmon Conservancy - - - - -	-	-	-
194. University College, London - - - - -	-	-	-
195. Wainfleet and Firsby Railway - - - - -	18,000	6,000	24,000
196. Waltham Abbey and Chesbunt Gas - - - - -	25,000	5,000	30,000
197. Walton-on-Thames and Weybridge Gas - - - - -	30,000	7,500	37,500
198. Waterford, New Ross, and Wexford Junction Railway - - - - -	-	-	-
199. Watlington and Princes Risborough Railway - - - - -	36,000	12,000	48,000
200. Watton and Swaffham Railway - - - - -	60,000	20,000	80,000
201. West Auckland Road - - - - -	-	-	-
202. Westbourne Market - - - - -	42,000	10,500	52,500
203. West Ham Gas - - - - -	150,000	37,500	187,500
204. West Middlesex Waterworks - - - - -	300,000	200,000	500,000
205. West Somerset Mineral Railway - - - - -	-	8,500	8,500
206. West Surrey Water - - - - -	25,000	6,000	31,000
207. Whitland and Taff Vale Railway - - - - -	37,000	12,380	49,380
208. Windermere District Waterworks - - - - -	15,000	3,750	18,750
209. Wolverhampton Borough Improvement - - - - -	-	-	-
210. Workington Harbour - - - - -	-	40,000	40,000
211. Worthing Railway Accommodation - - - - -	55,000	18,000	73,000
212. Wrexham, Mold, and Connah's Quay Railway - - - - -	-	-	-
TOTAL - - - £.	17,756,335	11,465,371	29,221,706
Amount of Similar Return for 1865 - - No. of Bills - 595	92,422,988	34,018,770	126,441,708
Ditto - - ditto - 1866 - - - ditto - - 634	125,638,785	49,851,861	175,490,646
Ditto - - ditto - 1867 - - - ditto - - 321	24,947,447	17,601,328	42,548,775
Ditto - - ditto - 1868 - - - ditto - - 228	15,269,990	9,937,366	25,207,356

Board of Trade, Whitehall, }
9 November 1869.

T. H. Farrer.

RAILWAY, &c. BILLS.
(Session 1869.)

RETURN of CAPITAL in SHARES and by LOANS,
respectively proposed to be raised by the
RAILWAY and other Bills brought before
PARLIAMENT in the present Session (1869), and
the Aggregate Amount of such CAPITAL and
LOANS; together with the Gross Aggregate Re-
turns for the Four previous Years.

(*Mr. Bazley.*)

*Ordered, by The House of Commons, to be Printed,
15 February 1870.*

RAILWAY, &c. BILLS (CAPITAL).

RETURN to an Order of the Honourable The House of Commons,
dated 27 June 1870 ;—for,

RETURN “ of CAPITAL, in SHARES and by LOANS respectively, proposed to be raised by the RAILWAY and other BILLS brought before PARLIAMENT in the present Session, and the Aggregate Amount of such Capital and Loans ; together with the Gross Aggregate Returns for the Five previous Years.”

RETURN of CAPITAL, in SHARES and by LOANS respectively, proposed to be raised by the RAILWAY and other BILLS brought before PARLIAMENT in the present Session, and the Aggregate Amount of such Capital and Loans ; together with the Gross Aggregate Returns for the Five previous Years.

TITLE OF BILL.	Proposed Capital.		
	By Shares.	By Loans.	TOTAL.
	£.	£.	£.
1. Abbot's Wood (Dean Forest) Enclosure - - - - -	—	—	—
2. Aberdare Gas - - - - -	6,000	5,000	11,000
3. Aberdare Local Board - - - - -	—	65,000	65,000
4. Aire and Calder Conservancy - - - - -	—	—	—
5. Airedale Gas - - - - -	9,000	7,000	16,000
6. Alexandra (Newport) Docks - - - - -	—	—	—
7. Arch Street Enclosure - - - - -	—	—	—
8. Ashton-under-Lyne, Stalybridge, and Dukinfield (District) Water - - - - -	—	360,000	360,000
9. Atlantic Telegraph Company - - - - -	—	—	—
10. Barnstaple and Ilfracombe Railway (No. 1.) - - - - -	120,000	40,000	160,000
11. Barnstaple and Ilfracombe Railway (No. 2.) - - - - -	105,000	35,000	140,000
12. Bath Corporation - - - - -	—	70,000	70,000
13. Beccles Water - - - - -	9,600	2,400	12,000
14. Bedford and Northampton Railway - - - - -	—	—	—
15. Belfast Consumers' Gas - - - - -	100,000	25,000	125,000
16. Belfast Harbour - - - - -	—	—	—
17. Belfast, Holywood, and Bangor Railway - - - - -	—	—	—
18. Belfast Water - - - - -	—	110,000	110,000
19. Belgrave Market - - - - -	—	—	—
20. Birmingham and Staffordshire Tramways - - - - -	50,000	12,000	62,000
21. Birmingham Canal Navigations - - - - -	50,000	15,000	65,000
22. Birmingham Street Tramways - - - - -	80,000	20,000	100,000
23. Birmingham Tramways - - - - -	176,000	44,000	220,000
24. Birmingham Water - - - - -	—	—	—
25. Blackburn Corporation Improvement - - - - -	—	230,000	230,000
26. Blackpool and Lytham Railway - - - - -	10,000	3,300	13,300
27. Blane Valley Railway - - - - -	—	—	—
28. Bradford and Huddersfield Road - - - - -	—	—	—
29. Brecon and Merthyr Tydfil Junction Railway - - - - -	60,000	—	60,000
30. Brecon Gas - - - - -	4,000	2,000	6,000
31. Brighton and Hove General Gas - - - - -	—	—	—
32. Brighton Intercepting and Outfall Sewers - - - - -	—	120,000	120,000
33. Bristol and North Somerset Railway - - - - -	—	—	—
34. Bristol Port and Channel Dock - - - - -	25,000	8,300	33,300
35. Bristol Port Railway and Pier - - - - -	45,000	15,000	60,000
36. Broughty Ferry Police Commissioners - - - - -	—	8,000	8,000

TITLE OF BILL.	Proposed Capital.		
	By Shares.	By Loans.	TOTAL.
	£.	£.	£.
37. Bude and Torrington Junction Railway - - - -	—	—	—
38. Burnham Tidal Harbour - - - - -	—	—	—
39. Burntisland Harbour - - - - -	- - -	60,000	60,000
40. Bury Saint Edmunds and Thetford Railway - - -	—	—	—
41. Buxton Gas - - - - -	11,871	5,700	17,571
42. Caledonian and Glasgow and South Western Railway Companies - - -	—	—	—
43. Caledonian Railway (Additional Powers) - - -	—	—	—
44. Caledonian Railway (Tay Ferries and Land at Dundee) -	—	—	—
45. Callander and Oban Railway - - - - -	—	—	—
46. Cardiff Gas - - - - -	100,000	25,000	125,000
47. Carmarthen Gas - - - - -	6,000	3,500	9,500
48. Cawood Bridge - - - - -	5,500	2,000	7,500
49. Chelsea Rectory - - - - -	—	—	—
50. Chesterfield and Brampton Railway - - - - -	10,000	3,300	13,300
51. Chester Gas - - - - -	20,000	5,000	25,000
52. Chiltern Hills Spring Water - - - - -	10,000	10,000	20,000
53. Cleckheaton Local Board - - - - -	- - -	40,000	40,000
54. Clyde Lighthouses - - - - -	- - -	7,000	7,000
55. Clyde Navigation - - - - -	—	—	—
56. Cobham Railway - - - - -	25,000	8,300	33,300
57. Colne Fishery - - - - -	- - -	10,000	10,000
58. Continental Communication - - - - -	400,000	133,000	533,000
59. Dagenham (Thames) Dock - - - - -	—	—	—
60. Dare Valley Railway - - - - -	21,000	7,000	28,000
61. Dartmouth Water - - - - -	- - -	5,000	5,000
62. Downpatrick, Dundrum, and Newcastle Railway (Lease) -	—	—	—
63. Dublin and Antrim Junction Railway - - - - -	- - -	40,000	40,000
64. Dublin (City) and Suburban Tramways and Railways -	90,000	30,000	120,000
65. Dublin Corporation Water - - - - -	—	—	—
66. Dublin Trunk Connecting Railway - - - - -	60,000	20,000	80,000
67. Dublin, Wicklow, and Wexford Railway - - - - -	—	—	—
68. Dudley, Oldbury, and Birmingham High Level Railway -	185,000	60,000	245,000
69. East and West Junction Railway - - - - -	—	—	—
70. East and West Metropolitan Junction and Mansion House Railway - - -	1,500,000	500,000	2,000,000
71. East London Railway - - - - -	300,000	100,000	400,000
72. East London Tramways - - - - -	48,000	12,000	60,000
73. Ecclehill and Bolton Gas - - - - -	10,000	7,500	17,500
74. Edinburgh, Loanhead, Roslin, and Penicuik Railway -	48,000	16,000	64,000
75. Edinburgh Royal Infirmary - - - - -	—	—	—
76. Elland and Brighouse Road - - - - -	—	—	—
77. Ellesmere and Glyn Valley Railway - - - - -	25,000	8,300	33,300
78. Ely and Bury Saint Edmunds Railway - - - - -	74,000	24,600	98,600
79. Enniskillen Borough Improvement - - - - -	- - -	16,000	16,000
80. Exmouth Docks - - - - -	—	—	—
81. Female Orphan Asylum - - - - -	—	—	—
82. Fosdyke Bridge - - - - -	—	—	—
83. Fulham, Hammersmith, and City Railway - - - -	150,000	50,000	200,000
84. Furness Railway - - - - -	—	—	—
85. Fylde Water - - - - -	30,000	7,500	37,500
86. Gas Light and Coke Company - - - - -	—	—	—
87. Girvan and Portpatrick Junction Railway - - - -	—	—	—
88. Glasgow Houses of Refuge - - - - -	—	—	—
89. Glasgow Municipal Extension and Improvement - - -	—	—	—
90. Glasgow Street Tramways - - - - -	200,000	50,000	250,000
91. Glasgow Tramways - - - - -	320,000	80,000	400,000
92. Gloucester and Berkeley Canal - - - - -	200,000	*	200,000
93. Great Central Gas Consumers' Company - - - - -	30,000	7,500	37,500
94. Great Eastern Railway (General Powers) - - - -	—	—	—
95. Great Eastern Railway (Metropolitan Railways, &c.) -	—	—	—
96. Great Northern and Western (of Ireland) Railway (Lease) -	—	—	—

* 100,000 £. may be borrowed, but only as part of the 200,000 £.

TITLE OF BILL.	Proposed Capital.		
	By Shares.	By Loans.	TOTAL.
	£.	£.	£.
97. Great Northern and Western (of Ireland) Railway (Running Powers, &c.) - - - - -	—	—	—
98. Great Northern and Western (of Ireland) Railway (Westport Quay Line) - - - - -	—	—	—
99. Great Northern Railway - - - - -	—	—	—
100. Great Southern of India Railway Company - - - - -	—	—	—
101. Great Western Railway - - - - -	—	—	—
102. Greenock Harbour - - - - -	—	—	—
103. Gunthorpe Bridge - - - - -	7,000	2,000	9,000
104. Halesowen and Bromsgrove Branch Railways - - - - -	—	—	—
105. Halifax and Ovenden Junction Railway - - - - -	—	—	—
106. Halifax Water, &c. - - - - -	—	15,000	15,000
107. Harborne Railway - - - - -	—	—	—
108. Hebden Bridge Gas - - - - -	16,500	5,500	22,000
109. Hereford, Hay, and Brecon Railway - - - - -	—	—	—
110. Herefordshire and Gloucestershire Canal Navigation - - - - -	—	—	—
111. Hounslow and North London Railway - - - - -	75,000	25,000	100,000
112. Hyde Local Board - - - - -	—	40,000	40,000
113. Imperial Continental Gas Association - - - - -	2,100,000	300,000	2,400,000
114. International Communication - - - - -	750,000	250,000	1,000,000
115. Islington Railway - - - - -	650,000	—	650,000
116. Kingsbridge Railway - - - - -	—	—	—
117. King's Lynn Consumers' Gas - - - - -	30,000	7,500	37,500
118. King's Lynn Gas - - - - -	32,000	8,000	40,000
119. Kirkcaldy and Dysart Water - - - - -	—	15,000	15,000
120. Lancashire and Yorkshire and London and North Western Railway Companies (Steamboats) - - - - -	150,000	—	150,000
121. Lancashire and Yorkshire Railway - - - - -	50,000	16,000	66,000
122. Leeds Corporation Gas, &c. - - - - -	—	495,000	495,000
123. Leeds Corporation Gas (Purchase, &c.) - - - - -	—	950,000	950,000
124. Leeds Gas - - - - -	100,000	25,000	125,000
125. Leeds Street Tramways - - - - -	76,000	19,000	95,000
126. Leeds Tramways - - - - -	120,000	30,000	150,000
127. Leicester Lunatic Asylum - - - - -	—	17,000	17,000
128. Leverington Rectory - - - - -	—	—	—
129. Limerick and Ennis Railway - - - - -	—	—	—
130. Limerick and Foynes Railway - - - - -	—	—	—
131. Limerick Markets - - - - -	—	—	—
132. Lincoln City Commons - - - - -	—	—	—
133. Littlehampton Water - - - - -	12,000	3,000	15,000
134. Liverpool Improvement, &c. - - - - -	—	405,000	405,000
135. Liverpool Street Tramways - - - - -	176,000	44,000	220,000
136. Liverpool Tramways - - - - -	240,000	60,000	300,000
137. Llantrissant and Taff Vale Junction Railway - - - - -	—	—	—
138. London and North Western Railway (Additional Powers) - - - - -	—	—	—
139. London and North Western Railway (Steam Vessels) - - - - -	—	—	—
140. London, Blackwall, and Millwall Extension Railway - - - - -	—	—	—
141. London, Brighton, and South Coast Railway - - - - -	—	—	—
142. London Street Tramways - - - - -	400,000	100,000	500,000
143. London, Worcester, and South Wales Railway - - - - -	—	—	—
144. Manchester and Salford and District Tramways (No. 1) - - - - -	120,000	30,000	150,000
145. Manchester and Salford and District Tramways (No. 2) - - - - -	—	—	—
146. Manchester Street Tramways - - - - -	200,000	50,000	250,000
147. Manchester Tramways - - - - -	160,000	40,000	200,000
148. Mansfield Water - - - - -	12,000	4,000	16,000
149. Margate Pier - - - - -	30,000	7,500	37,500
150. Metropolitan and Saint John's Wood Railway - - - - -	—	—	—
151. Metropolitan District Railway - - - - -	200,000	66,000	266,000
152. Metropolitan Railway - - - - -	—	—	—
153. Metropolitan Street Tramways - - - - -	30,000	7,500	37,500
154. Midland Counties and South Wales Railway - - - - -	—	680,000	680,000
155. Midland Railway (Additional Powers) - - - - -	750,000	250,000	1,000,000
156. Midland Railway (Wirksworth and Rowsley Line) - - - - -	350,000	116,000	466,000
157. Milford Haven Dock and Railway - - - - -	—	—	—
158. Millwall Canal - - - - -	—	—	—

TITLE OF BILL.	Proposed Capital.		
	By Shares.	By Loans.	TOTAL.
	£.	£.	£.
159. Navan and Kingscourt Railway - - - - -	—	—	—
160. Newcastle and Gateshead Water - - - - -	150,000	35,000	185,000
161. Newcastle-upon-Tyne Improvement - - - - -	—	350,000	350,000
162. Newport (Isle of Wight) Gas - - - - -	30,000	7,500	37,500
163. Newport Pagnell Railway - - - - -	—	120,000	120,000
164. Newport Railway - - - - -	—	—	—
165. Newry and Armagh Railway (Arbitration) - - - - -	—	—	—
166. Newry and Armagh Railway (Sale, &c.) - - - - -	—	—	—
167. Newry and Greenore Railway - - - - -	—	—	—
168. Newry Water - - - - -	30,000	7,500	37,500
169. Northampton Corporation Markets and Fairs - - - - -	—	50,000	50,000
170. North British and Edinburgh and Bathgate Railway Companies - - - - -	—	—	—
171. North British and Mercantile Insurance Company - - - - -	—	—	—
172. North British Railway (General Powers) - - - - -	—	—	—
173. North British Railway (Tay Bridge) - - - - -	350,000	116,000	466,000
174. North Eastern Railway (Consolidation of Stocks - - - - -	—	—	—
175. North Eastern Railway (Hawes and Melmerby, &c.) - - - - -	50,000	74,000	124,000
176. North London Tramways - - - - -	250,000	60,000	310,000
177. North Metropolitan Railway - - - - -	—	—	—
178. North Metropolitan Tramways - - - - -	280,000	70,000	350,000
179. North Staffordshire Railway - - - - -	—	—	—
180. Oldham Corporation Water, &c. - - - - -	—	200,000	200,000
181. Oswestry and Llangynog Railway - - - - -	60,000	20,000	80,000
182. Owens College Extension - - - - -	—	—	—
183. Paisley Gas - - - - -	—	15,000	15,000
184. Pembroke and Tenby Railway - - - - -	25,000	8,300	33,300
185. Pendleton Roads - - - - -	—	5,000	5,000
186. Penicuik Railway - - - - -	54,000	18,000	72,000
187. Pimlico, Peckham, and Greenwich Street Tramways (Extensions, &c.) - - - - -	160,000	40,000	200,000
188. Pimlico, Peckham, and Greenwich Street Tramways (Various Powers) - - - - -	56,000	14,000	70,000
189. Planet Benefit Building and Investment Society - - - - -	—	—	—
190. Plymouth, Stonehouse, and Devonport Street Tramways - - - - -	24,000	6,000	30,000
191. Pontypool, Caerleon, and Newport Railway - - - - -	—	—	—
192. Poole and Bournemouth Railway - - - - -	—	—	—
193. Portsmouth Street Tramways - - - - -	10,000	2,500	12,500
194. Preston, Longton, and Southport Railway - - - - -	115,000	38,000	153,000
195. Preston Station - - - - -	—	—	—
196. Prison Charities of London, &c. - - - - -	—	—	—
197. Rainhill Gas and Water - - - - -	15,000	3,750	18,750
198. Reading Gas - - - - -	40,000	10,000	50,000
199. Reading Local Board of Health - - - - -	—	60,000	60,000
200. Rotherham and Kimberworth Local Board of Health - - - - -	—	130,000	130,000
201. Rotherham Gas - - - - -	60,000	15,000	75,000
202. Royal Bank of Scotland Officers' Widows' Fund - - - - -	—	—	—
203. Ruabon Water - - - - -	12,000	4,000	16,000
204. Runcorn, Weston, and Halton Water - - - - -	20,000	5,000	25,000
205. Ryde Pier Railway Extension - - - - -	—	—	—
206. Ryde Station - - - - -	—	—	—
207. Saint Albans Borough Extension and Improvement - - - - -	—	40,000	40,000
208. Saint Albans Gas - - - - -	18,000	8,000	26,000
209. Saint Helens Gas - - - - -	92,000	34,500	126,500
210. Salford Borough Improvement - - - - -	—	485,000	485,000
211. Sevenoaks, Maidstone, and Tunbridge Railway - - - - -	—	—	—
212. Severn and Wye Railway and Canal - - - - -	36,000	12,000	48,000
213. Severn Junction Railway - - - - -	—	—	—
214. Sheffield Corporation Gas (New Works) - - - - -	—	300,000	300,000
215. Sheffield Corporation Gas (Purchase) - - - - -	—	—	—
216. Sheffield Corporation Water - - - - -	—	—	—
217. Sheffield Water - - - - -	—	—	—
218. Shipley Gas - - - - -	52,000	13,000	65,000
219. Shoreham and District Water - - - - -	—	—	—

TITLE OF BILL.	Proposed Capital.		
	By Shares.	By Loans.	TOTAL.
	£.	£.	£.
220. Skipton Water - - - - -	10,000	3,562	13,562
221. South Eastern Railway - - - - -	—	—	—
222. Southport Water - - - - -	80,000	20,000	100,000
223. Southwark and City Subway - - - - -	100,000	33,000	133,000
224. Stapenhill Bridge - - - - -	—	—	—
225. Surbiton, Cobham, and Ripley Railway - - - - -	100,000	30,000	130,000
226. Surety and Trust Association - - - - -	200,000	66,666	266,666
227. Sutherland Railway Extension - - - - -	—	—	—
228. Teign Valley Railway - - - - -	—	—	—
229. Thames Embankment (North) - - - - -	—	—	—
230. Thames Navigation - - - - -	—	100,000	100,000
231. Thrapston Markets - - - - -	9,000	2,250	11,250
232. Tottenham and Hampstead Junction Railway - - - - -	—	—	—
233. Tyne Improvement - - - - -	—	100,000	100,000
234. Universal Private Telegraph Company - - - - -	—	—	—
235. Wallasey Tramways - - - - -	15,000	3,500	18,500
236. Wandsworth Bridge - - - - -	—	—	—
237. West Hartlepool Extension and Improvement - - - - -	—	—	—
238. Wolverhampton and Walsall Railway - - - - -	66,000	22,000	88,000
239. Worcester Railways and Tramways - - - - -	—	—	—
240. Wrexham Gas - - - - -	38,000	9,500	47,500
241. Yeadon Water - - - - -	16,000	5,500	21,500
242. Yeovil Gas - - - - -	13,800	7,000	20,800
243. Yeovil Improvement - - - - -	—	25,000	25,000
244. York Markets and Fairs, &c. - - - - -	—	35,000	35,000
£.	14,202,271	9,474,228	23,676,499
Amount of similar Return for 1865. No. of Bills 595 - -	92,422,938	34,018,770	126,441,708
Ditto - ditto - 1866. Ditto - 634 - -	125,638,785	49,851,861	175,490,646
Ditto - ditto - 1867. Ditto - 321 - -	24,947,447	17,691,328	42,638,775
Ditto - ditto - 1868. Ditto - 228 - -	15,269,990	9,937,366	25,207,356
Ditto - ditto - 1869. Ditto - 212 - -	17,756,335	11,465,371	29,221,706

Board of Trade, Whitehall Gardens, }
6 July 1870.

T. H. FARRER.

RAILWAY, &c. BILLS (CAPITAL).

RETURN of CAPITAL, in SHARES and by LOANS respectively, proposed to be raised by the RAILWAY and other BILLS brought before PARLIAMENT in the present Session, and the Aggregate Amount of such Capital and Loans; together with the Gross Aggregate Returns for the Five previous Years.

(Sir Thomas Bazley.)

*Ordered, by The House of Commons, to be Printed,
11 July 1870.*

RAILWAYS.

RETURNS BY THE BOARD OF TRADE.

I.

RETURN of the Authorized SHARE and LOAN CAPITAL of each RAILWAY COMPANY, and of the SUMS received in respect of their CAPITAL, on 31st December 1869.

II.

RETURN showing the TRAFFIC in PASSENGERS and GOODS upon the RAILWAYS in ENGLAND and WALES, SCOTLAND, and IRELAND, during the Year ended 31st December 1869.

III.

RETURN of the WORKING EXPENDITURE, ROLLING STOCK, &c. of the several RAILWAY COMPANIES during the Year ended 31st December 1869.

Presented to both Houses of Parliament by Command of Her Majesty.



LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1870.

[C. 229.] Price 1s.

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PART I.

C A P I T A L, &c.

RETURN of the authorised SHARE and LOAN CAPITAL of the several RAILWAY COMPANIES in ENGLAND and WALES, SCOTLAND, and IRELAND, and of the SUMS received in respect of their ORDINARY CAPITAL and PREFERENTIAL CAPITAL, and DEBENTURE STOCK or FUNDED DEBT, on the 31st day of December 1869, specifying the rate per cent. of the Dividends for the year 1869 on each of the said Capitals; showing also the Loans outstanding on the 31st day of December 1869, classified according to the several rates per cent. of Interest; and the Capital subscribed to other undertakings, whether such undertakings are on lease to, or worked by, the subscribing Company, or are independent.

ENGLAND AND WALES.

RETURN of the authorised SHARE and LOAN CAPITAL of each RAILWAY COMPANY, and

NAME OF COMPANY.	Authorised Capital.			Stock and Share Capital					
	By Shares.	By Loans.	Total.	Ordinary.	Average Rate per cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	Preferential.
	£	£	£	£		£			£
<i>Aberdare</i> - - -	<i>Leased to the Taff Vale.</i>								
Aberdare and Central Wales Junction.	210,000	70,000	280,000	—	—	—	—	—	—
Abergavenny and Monmouth	No information.								
<i>Abingdon</i> - - -	<i>Worked by the Great Western.</i>								
Acton and Brentford	90,000	30,000	120,000	—	—	—	—	—	—
Afon Valley	130,000	43,000	173,000	10,000	—	—	—	—	—
Aldborough Pier and Railway	No information.								
Alexandra (Newport) Dock	No information.								
Alford and Mablethorpe	Powers expired.								
Anglesey Central	140,000	46,600	186,600	103,557	—	—	—	—	—
Aylesbury and Buckingham	No information.								
<i>Bala and Dolgelly</i> - - -	<i>Worked by the Great Western.</i>								
Barnoldswick	40,000	13,300	53,300	13,148	—	—	—	—	—
Barry	166,000	55,000	221,000	12,466	—	—	—	—	—
Beddgelert	No information.								
Bedford and Northampton	400,000	133,000	533,000	8,844	—	—	—	—	—
Bembridge Railway, Tramway, and Pier.	No information.								
<i>Berks and Hants Extension</i> -	<i>Worked by the Great Western.</i>								
Bideford, Appledore, and Westward Ho'.	60,000	20,000	80,000	120	—	—	—	—	—
Birkenhead	2,550,000	600,000	3,150,000	1,941,505 *134,316	4 Nil.	—	—	—	220,200
Birmingham and Sutton Coldfield Extension.	Powers expired.								
<i>Birmingham, Wolverhampton, and Stour Valley.</i>	<i>Leased to the London and North-western.</i>								
Bishop's Castle	472,000	157,000	629,000	220,009	—	—	—	—	—
<i>Bishop's Waltham</i> - - -	<i>Worked by the London and South-western.</i>								
Blackpool and Lytham	60,000	20,000	80,000	45,000	1½	—	—	—	10,369
Blyth and Tyne	980,000	326,000	1,306,000	288,905	9½	—	—	—	215,000 50,000
Bodmin	61,000	20,300	81,300	2,372	—	—	—	—	—
Bodmin and Wadebridge	22,500	13,000	35,500	27,393	—	—	—	—	—
<i>Bourton-on-the-Water</i> - - -	<i>Worked by the Great Western.</i>								

ENGLAND AND WALES.

of the SUMS received in respect of their ORDINARY CAPITAL, on 31st December 1869.

Received.			Capital raised by Loans and Debenture Stock.					Total Stock and Share Capital received and Capital raised by Loans and Debenture Stock.	Subscriptions to other Companies.	REMARKS.
Pre-ferential Rate of Dividend.	Rate of Dividend paid.	Total Stock and Share Capital received.	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.	Total raised by Loans and by Debenture Stock.			
		£	£		£		£	£	£	
—	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	—	—	
—	—	10,000	—	—	—	—	—	10,000	—	A Warrant granting the abandonment of this undertaking was issued the 13th July 1870.
—	—	103,557	40,000	5	—	—	40,000	143,557	—	
—	—	13,148	—	—	—	—	—	13,148	—	
—	—	12,466	—	—	—	—	—	12,466	—	
—	—	8,844	—	—	—	—	—	8,844	—	
—	—	120	—	—	—	—	—	120	—	
4½	4½	2,296,021	38,600 167,039 289,666 72,649 5,800	4 4½ 4½ 4½ 5	7,170	4	580,924	2,876,945	—	This line is vested in the Great Western and London and North Western Companies. * Calls received on forfeited shares upon which no dividend is paid.
—	—	220,009	88,000 1,700	5 6	—	—	89,700	309,709	—	
5	2½	55,369	5,000 10,000	4½ 5	—	—	15,000	70,369	—	
5 10	5 10	553,905	6,780 12,730 57,716 19,270	4 4½ 4½ 5	—	—	96,496	650,401	—	
—	—	2,372	—	—	—	—	—	2,372	—	
—	—	27,393	8,000	—	—	—	8,000	35,393	—	

NAME OF COMPANY.	Authorised Capital.			Stock and Share Capital					
	By Shares.	By Loans.	Total.	Ordinary.	Average Rate per cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	Preferential.
Bradford, Eccleshill, and Idle	£ 65,000	£ 21,600	£ 86,600	£ —	£ —	£ —	—	—	£ —
Brecon and Llandovery Junction	Powers expired.								
Brecon and Merthyr Tydfil Junction.	1,228,900	591,400	1,820,300	264,377	—	—	—	—	868,640
Bridgnorth, Wolverhampton, and Staffordshire.	270,000	90,000	360,000	—	—	—	—	—	—
Bridport	Leased to the Great Western.								
Bristol and Exeter	3,931,274	1,073,226*	5,004,500	2,022,460	4	—	—	—	1,129,961 623,986 219,000
West Somerset	144,000	40,000	184,000	67,796	—	—	—	—	52,200 22,032
Bristol and North Somerset	No accounts.								
Bristol and Portishead Pier and Railway.	260,000	86,600	346,600	109,842	—	—	—	—	47,080
Bristol Harbour	115,000	38,333	153,333	—	—	—	—	—	—
Bristol Joint Station	150,000	37,500	187,500	—	—	—	—	—	—
Bristol Port Extension	480,000	160,000	640,000	—	—	—	—	—	—
Bristol Port Railway and Pier	—	—	—	—	—	—	—	—	—
Briton Ferry Floating Dock	Worked by the Great Western.								
Buckfastleigh, Totnes and South Devon.	96,000	32,000	128,000	18,573	—	—	—	—	—
Buckinghamshire	Leased to the London and North-western.								
Buckley	Worked by the Wrexham, Mold, and Connah's Quay.								
Bude and Torrington Junction	No information.								
Bude Canal and Launceston Junction.	20,000	6,600	26,600	—	—	—	—	—	—
Burry Port and Gwendreath Valley.	205,000	43,000	248,000	135,400	—	—	—	—	15,000 12,394 7,206†
Bury St. Edmund's and Thetford	120,000	40,000	160,000	10,891	—	—	—	—	—
Calne	Worked by the Great Western.								
Cambrian	3,337,000	1,008,890	4,345,890	824,205	—	254,910 80,000	5 4½	—	1,425,260
Cannock Chase and Wolverhampton.	80,000	26,600	106,600	67,500	—	—	—	—	—
Carmarthen and Cardigan	534,000	170,900	704,900	29,000 15,348¶	—	—	—	—	158,780
Carmarthenshire	No information.								
Carnarvon and Llanberis	Worked by the London and North-western.								

Received.			Capital raised by Loans and Debenture Stock.					Total Stock and Share Capital received and Capital raised by Loans and Debenture Stock.	Subscriptions to other Companies.	REMARKS.
Preferential Rate of Dividend.	Rate of Dividend paid.	Total Stock and Share Capital received.	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.	Total raised by Loans and by Debenture Stock.			
—	—	£	£	—	£	—	£	£	£	
5	—	1,133,017	—	—	583,119	5	583,119	1,716,136	—	
—	—	—	—	—	—	—	—	—	—	
4 4½ 5	4 4½ 5	3,995,407	280,301 153,855 143,481 180,760 25,600	4 4½ 4½ 4½ 5	45,768 21,844	4 4½	851,609	4,847,016	485,729	* Including 51,915 <i>l.</i> , of which 45,768 <i>l.</i> has been exchanged under the Act, from inconvertible 4 per cent. stock into 4 per cent. debenture stock, leaving 6,147 <i>l.</i> to be so exchanged.
5 5	4½ —	142,028	40,000	5	—	—	40,000	182,028	—	This account is for the year ending 15th February 1870.
5	—	156,922	75,866	5	—	—	75,866	232,788	—	
—	—	—	—	—	—	—	—	—	—	Joint undertaking by the Great Western and the Bristol and Exeter Railway Companies.
—	—	—	—	—	—	—	—	—	—	Joint undertaking by the Great Western, Bristol and Exeter, and Midland Railway Companies.
—	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	—	—	This company is in chancery and does not issue a statement of accounts.
—	—	18,573	—	—	—	—	—	18,573	—	
—	—	—	—	—	—	—	—	—	—	A warrant dated 28th January 1870 was granted for the abandonment of this undertaking.
5 5	5½ 5½	170,000	10,000 18,000	5 6	—	—	28,000	198,000	—	† Discount and Commission. ‡ On 18,000 <i>l.</i> , and 5 per cent. per ann. on 6,700 <i>l.</i> for the half year ending 30th June.
—	—	10,891	—	—	—	—	—	10,891	—	This is for the year ending 18th January 1870.
5	—	2,584,375	31,525 6,350 803,751 7,000 1,250	4½ 4½ 5 5½ 6	41,240	5	891,116	3,475,491§	—	§ And 29,625 <i>l.</i> 14 <i>s.</i> received for rent-charges.
—	—	67,500	—	—	—	—	—	67,500	—	
6	—	203,128	60,509	5	—	—	60,500	263,628**	—	Vice-Chancellor Wood has declared 500 <i>l.</i> debentures over issued to be void, and the Master of the Rolls has declared two other debentures of 500 <i>l.</i> each invalid. ¶ Forfeited shares. ** And 13,729 <i>l.</i> 13 <i>s.</i> sundry receipts.

NAME OF COMPANY.	Authorised Capital.			Stock and Share Capital					
	By Shares.	By Loans.	Total.	Ordinary.	Average Rate per cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	Preferential.
	£	£	£	£		£			£
Carnarvonshire - -	200,000	126,500	326,500	102,055	—	—	—	—	10,000
Central Cornwall - -	570,000	189,600	759,600	15,576	—	—	—	—	—
Cheshire Lines Committee (Consisting of the Great North- ern, Manchester, Sheffield, and Lincolnshire, and Mid- land Railway Companies.) Incorporated by "The Cheshire Lines Act, 1867."	—*	423,264	423,264	—*	—	—	—	—	—
Chester and West Cheshire Junction.	No information.								
Chichester and Midhurst -	No information.								
Cockermouth, Keswick, and Pen- rith.	259,000	85,000	344,000	233,516	2½	—	—	—	20,375
Colchester, Stour Valley, Sudbury, and Halstead.	Leased to the Great Eastern.								
Coleford, Monmouth, Usk, and Pontypool.	Leased to the Great Western.								
Colnbrook - - -	60,000	20,000	80,000	—	—	—	—	—	—
Colne Valley and Halstead -	218,000	71,633	289,633	62,918	—	—	—	—	65,580 23,680 rebate.
Cornwall - - -	1,375,060	458,000	1,833,060	574,321	—	400,000 399,600	5½ 4½	5 4½	—
Corris - - -	No information.								
Corwen and Bala - -	Worked by the Great Western.								
Coventry and Great Western Junction.	200,000	66,600	266,600	4,491	—	—	—	—	—
Cowbridge - - -	Worked by the Taff Vale..								
Cowes and Newport - -	50,000	16,500	66,500	29,965	—	—	—	—	—
Croesor and Portmadoc -	Private Property.			—	—	—	—	—	—
Cromford and High Peak -	Leased to the London and North-western.								
Crystal Palace and South London Junction.	Worked by the London, Chatham, and Dover.								
Dare Valley - - -	Worked by the Taff Vale.								
Dartmouth and Torbay - -	Leased to the South Devon.								
Daventry - - -	No information.								
Deal and Dover - - -	150,000	50,000	200,000	—	—	—	—	—	—
Delabole Railway and Bossinney Harbour.	No information.								
Denbigh, Ruthin, and Corwen -	172,500	82,500	255,000	88,604	—	—	—	—	53,160
Devon and Cornwall - -	Worked by the London and South-western.								
Devon and Somerset - -	302,700§	446,000§	748,700§	272,265	—	—	—	—	—
Disley and Hayfield - -	Powers expired.								
Drayton Junction - -	No information.								

Received.			Capital raised by Loans and Debenture Stock.					Total Stock and Share Capital received and Capital raised by Loans and Debenture Stock.	Subscriptions to other Companies.	REMARKS.
Pre-ferential Rate of Dividend.	Rate of Dividend paid.	Total Stock and Share Capital received.	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.	Total raised by Loans and by Debenture Stock.			
5	—	£ 112,055	£ 126,400	5	—	—	£ 126,400	£ 238,455	—	A warrant granting the abandonment of this undertaking was issued the 16th March 1870. *This capital is authorised to be raised and subscribed by the three owning companies in equal proportions, and is shown in their separate accounts.
—	—	15,576	—	—	—	—	—	15,576	—	
—	—	—*	1,350	4	—	—	257,122	257,122	—	
			36,180	4½						
			217,372	4½						
			1,920	4½						†Guaranteed by the Great Western, Bristol and Exeter and South Devon Railway Companies.
			300	5						
5	5	253,891	9,200	4	—	—	77,000	330,891	—	
			16,750	4½						
			51,050	4½						
—	—	—	—	—	—	—	—	—	—	This undertaking is in abeyance
5	—	152,178	—	—	57,714	5	57,714	209,892	—	
—	—	1,373,921	225	4	—	—	456,925	1,830,846	—	
			66,779	4½						
			231,915	4½						
			80,629	4½						The Secretary states there are no shareholders, consequently no statements of accounts are published.
			77,377	5						
—	—	4,491	—	—	—	—	—	4,491	—	
—	—	29,965	10,000	5	—	—	10,000	39,965	—	
—	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	—	—	This undertaking is in abeyance.
5	—	141,764	38,000	5	—	—	49,100	190,864†	—	
			11,100	6						
—	—	272,265	—	—	94,000	5	107,930	380,195	6,645	
					13,980	6				

†Received in addition 29,623l. 4s. 2d. for rent-charges capitalized.

§Scheme of arrangement between the Devon and Somerset Railway Company and their Creditors (under the provisions of "The Railway Companies Act, 1867,") filed in the High Court of Chancery on 5th March, 1868, confirmed on 30th May, 1868, and enrolled in the said Court on 29th July, 1868.

NAME OF COMPANY.	Authorised Capital.			Stock and Share Capital					
	By Shares.	By Loans.	Total.	Ordinary.	Average Rate per cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	Preferential.
	£	£	£	£		£			£
East and West Junction -	600,000	200,000	800,000	299,850	—	—	—	—	—
East Gloucestershire -	600,000	200,000	800,000	187,136	—	—	—	—	—
East Lincolnshire -	See the Great Northern.								
East London -	1,400,000	466,600	1,866,600	1,308,992	—	—	—	—	—
East London, Eastern Extension -	No Accounts.								
East Norfolk -	88,000	29,300	117,300	33,724	—	—	—	—	—
Easton and Church Hope -	30,000	10,000	40,000	—	—	—	—	—	—
East Somerset -	Worked by the Great Western.								
Elham Valley -	No information.								
Ellesmere and Glyn Valley -	25,000	8,300	33,300	—	—	—	—	—	—
Ely, Haddenham, and Sutton -	Worked by the Great Eastern.								
Ely Valley -	Worked by the Great Western.								
Evesham and Redditch -	Worked by the Midland.								
Exeter and Crediton -	Leased to the London and South-western.								
Exmouth Docks and Railway -	No information.								
Fareham and Netley -	105,000	35,000	140,000	—	—	—	—	—	—
Faringdon -	Worked by the Great Western.								
Festiniog -	176,185	42,000	218,185	36,185 50,000	5½ 2½*	—	—	—	—
Fishguard Railway and Harbour -	250,000	83,000	333,000	—	—	—	—	—	—
Forcett -	30,000	10,000	40,000	29,889	†	—	—	—	—
Forest of Dean Central -	Worked by the Great Western.								
Fulham -	200,000	66,600	266,600	—	—	—	—	—	—
Furness -	2,484,500	782,066	3,266,566	532,000 145,940 174,295 299,590 200,328 25,000	6½ 5 until 1st July 1869. 5 " 1st July 1871. 5 " 1st July 1872. 5 " 1st July 1873. 5½	10,000	2½	2½	227,500 298,000 302,000 5,000
Garstang and Knot End -	90,000	30,000	120,000	59,696	Nil.	—	—	—	10,654
Gloucester and Dean Forest -	Leased to the Great Western.								
Great Eastern -	18,350,651	9,632,371	27,983,022	9,177,575	¾	202,961 109,600 182,380	5 4½ 4	5 4½ 4	80,654 761,817 105,000 5,356,705 916,454 536,995 23,750 57,008
Leased to, or worked by, the Great Eastern.	Colchester, Stour Valley, Sudbury, and Halstead.	250,000	83,000	333,000	228,675	1l. 13s. 6d.	—	—	30,250
	Ely, Haddenham, and Sutton	36,000	12,000	48,000	36,000	¶	—	—	—
	London and Blackwall -	2,051,000	680,500	2,731,500	1,452,870	4½	—	—	250,055
	Lowestoft -	240,000	—	240,000	—	—	120,000 120,000	4 6	4 6

Received.			Capital raised by Loans and Debenture Stock.					Total Stock and Share Capital received and Capital raised by Loans and Debenture Stock.	Subscriptions to other Companies.	REMARKS.
Preferential Rate of Dividend.	Rate of Dividend paid.	Total Stock and Share Capital received.	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.	Total raised by Loans and by Debenture Stock.			
—	—	£ 299,850	£ 7,380 92,200	5 6	—	—	£ 99,580	£ 399,430	—	These accounts are to the 30th September 1869.
—	—	187,136	—	—	—	—	—	187,136	—	
—	—	1,808,992	11,850	6	—	—	11,850	1,320,842	—	
—	—	33,724	—	—	—	—	—	33,724	—	
—	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	—	—	
—	—	86,185	5,170	5	—	—	5,170	91,355	—	* For the last half year only.
—	—	—	—	—	—	—	—	—	—	This Company has applied for an abandonment.
—	—	29,889	4,450 510	5 4½	—	—	4,960	34,849	—	† "As General Meeting may direct."
—	—	—	—	—	—	—	—	—	—	This Company has applied for an abandonment.
8 6 5 4½	8 6 5 4½	2,219,653	45,825 175,995 289,639 95,216	4 4½ 4½ 4½	—	—	606,675	2,826,328†	—	‡ And 30,268£ advances in anticipation of calls.
5	Nil.	70,350	15,100	5	—	—	15,100	85,450	—	
7 6 5½ 5 4½ 4 3½ —	7 6 5½ 5 4½ 4 3½ 6½	17,460,899	19,228 208,765 10,000 826,531 313,902 2,594,842 207,300 1,000 22,000 2,000	4 4½ 4½ 4½ 4½ 5 5½ 5½ 6	882,674 79,607 1,510,000 2,217,264	4 4½ 5 5§	8,845,113	26,306,012	319,070	§ Redeemable. For 52½ years.
5	5	258,925	—	—	—	—	—	258,925	—	
—	—	36,000	11,875	5	—	—	11,875	47,875	—	¶ Not stated in the accounts.
4½	4½	1,702,925	13,000 99,900 285,970 57,000 171,565	4 4½ 4½ 4½ 5	—	—	556,835	2,259,760	—	
—	—	240,000	—	—	—	—	—	240,000	—	

NAME OF COMPANY.	Authorised Capital.			Stock and Share Capital					
	By Shares.	By Loans.	Total.	Ordinary.	Average Rate per cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	Preferential.
	£	£	£	£		£			£
Great Eastern—cont.									
Leased to, or worked by, the Great Eastern.									
Lynn and Hunstanton -	60,000	20,000	80,000	60,000	7½	—	—	—	—
Mellis and Eye -	15,000	5,000	20,000	14,601	—	—	—	—	—
Northern and Eastern -	960,000	240,000	1,200,000	910,800	5	—	—	—	—
				269,600	6				
Saffron Walden -	120,000	39,000	159,000	80,528	—	—	—	—	—
Tendring Hundred -	50,000	16,633	66,633	23,250	—	—	—	—	4,010
Tendring Hundred Extension.	105,000	34,667	139,667	72,098	—	—	—	—	2,930
West Norfolk Junction -	75,000	25,000	100,000	74,958	—	—	—	—	—
Wivenhoe and Brightlingsea	40,000	13,000	53,000	24,955	—	—	—	—	14,640
Great Marlow - - -	18,000	6,000	24,000	1,847	—	—	—	—	—
Great Northern - - -	15,745,376	5,032,725	20,778,101	5,178,660	6	—	—	—	4,557,128
				1,159,275	6				910,000
				1,159,275	6				200,000
				243,511	6½				69,980
				269,260	½				55,000
									575,000
									22,500
Leased to, or worked by, the Great Northern.									
East Lincolnshire -	600,000	—	600,000	600,000	6	—	—	—	—
Hatfield and St. Albans -	85,000	28,000	113,000	57,980	—	—	—	—	—
Horncastle - - -	48,000	13,000	61,000	47,970	6½	—	—	—	—
Nottingham and Grantham Railway and Canal.	1,014,000	265,000	1,279,000	1,014,000	4½	—	—	—	—
Royston and Hitchin -	346,666	115,466	462,132	266,675	6	—	—	—	—
See also the "Cheshire Lines Committee," "Midland and Eastern," and "Norwich and Spalding."									
Great North of England, Clarence, and Hartlepool Junction.	Leased to the North-eastern.								
Great Western - - -	36,840,569	16,089,129	52,929,698	2,426,416	3l. 5s. 3d.	1,335,910	6	6	171,000
				8,186,033	2l. 12s. 3d.	220,000	5½	5½	1,891,719
				1,400,500	1l. 8s. 0d.	3,367,251	5	5	3,410,842
				540,944	1l. 6s. 6d.	550,620	4½	4½	3,077,981
				168,225	Nil.	165,558	4	4	2,320,100
						1,650,008	3½	3½	10,502
Leased to, or worked by, the Great Western.									
Abingdon - - -	20,000	5,000	25,000	14,990	7	—	—	—	—
Bala and Dolgelly -	180,000	58,900	238,900	165,670	½	—	—	—	—
Berks and Hants Extension	298,000	99,000	397,000	108,725	1½	—	—	—	15,960
Bourton-on-the-Water -	30,000	10,000	40,000	29,900	2½	—	—	—	—
Bridport - - -	85,000	21,600	106,600	64,431	¾	—	—	—	20,000
Briton Ferry Floating Dock	135,000	35,000	170,000	72,492	—	40,000	5	5	3,740
Calne - - -	49,000	16,100	65,100	20,820	—	—	—	—	—

Received.			Capital raised by Loans and Debenture Stock.					Total Stock and Share Capital received and Capital raised by Loans and Debenture Stock.	Subscriptions to other Companies.	REMARKS.
Preferential Rate of Dividend.	Rate of Dividend paid.	Total Stock and Share Capital received.	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.	Total raised by Loans and by Debenture Stock.			
		£	£		£		£	£	£	
—	—	60,000	14,615	5	4,350	4½	18,965	78,965	—	
—	—	14,601	5,000	5	—	—	5,000	19,601	—	This account is made up to 10th February 1870.
—	—	1,180,400	—	—	—	—	—	1,180,400	—	
—	—	80,528	29,600	5	—	—	29,600	110,128	—	
6	—	27,260	13,250	5	—	—	13,250	40,510	—	This account is made up to 28th February 1870. Do. Do. Do.
6	—	75,028	26,000	5	—	—	26,000	101,028	—	
—	—	74,958	25,000	5	—	—	25,000	99,958	—	
6	—	39,595	9,580	5	—	—	9,580	49,175	—	
—	—	1,847	—	—	—	—	—	1,847	—	
5	5	14,399,589	205,600	5	53,000	5	4,276,793*	18,676,382	1,187,346	* Deduct 22,650l. loans in lieu of Edgware and Highgate deeds paid off. † On 143,178l. ‡ New Ordinary Stock, 1864, premium 25 per cent; portion of capital not bearing dividend. § Wakefield Station shares (dividend not paid by Great Northern Company). Borrowing powers exercised by the Great Northern Railway Company and included in their accounts.
4½	4½		319,026	4½	2,836,275	4				
4½	4½		295,351	4½						
4	4		567,541	4						
3½	3½									
—	6									
5	—									
—	—	600,000	—	—	—	—	—	600,000	—	
—	—	57,980	23,000	5	—	—	23,000	80,980	—	
—	—	47,970	—	—	13,000	4½	13,000	60,970	—	
—	—	1,014,000	—	—	—	—	—	1,014,000	—	This Return is for the year ending 31st January 1870.
—	—	266,675	—	—	—	—	—	266,675	—	
8	8	30,893,609	3,000	3½	8,600	4	15,764,024	46,657,683	1,449,046	This Return is for the year ending 31st January 1870.
6	6		527,447	4	56,254	4½				
5	5		2,141,769	4½	2,742,653	4½				
4½	4½		10,000	4½	2,079,716	5				
4	4		3,261,680	4½						
—	2l. 18s. 0½d. per annum for last half year only.		748,787	4½						
—	—		4,184,168	5						
—	—	14,990	5,000	5	—	—	5,000	19,990	—	
—	—	165,670	49,780	5	—	—	49,780	215,450	—	¶ For last half year only.
5	5	124,685	99,000	5	—	—	99,000	223,685	—	
—	—	29,900	9,770	5	—	—	9,770	39,670	—	
6	6	84,431	21,600	5	—	—	21,600	106,031	—	** For last half year only.
6	6	116,322	15,000	5	—	—	35,000	151,232	—	
—	—		20,000	6	—	—			—	
—	—	20,820	11,600	5	—	—	11,600	32,420	—	

NAME OF COMPANY.	Authorised Capital.			Stock and Share Capital					
	By Shares.	By Loans.	Total.	Ordinary.	Average Rate per cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	Preferential.
	£	£	£	£		£			£
Great Western—cont.									
Coleford, Monmouth, Usk, and Pontypool.	160,000	—*	160,000	159,920	4½	—	—	—	—
Corwen and Bala - -	120,000	40,000	160,000	120,000	2½	—	—	—	—
East Somerset - -	135,000	38,300	173,300	68,573	—	—	—	—	51,380
Ely Valley - - -	83,000	27,300	110,300	48,000 35,000	5 Nil	—	—	—	—
Faringdon - - -	27,500	9,100	36,600	10,000	Nil	—	—	—	12,000
Forest of Dean Central -	81,000	26,660	107,660	39,517	—	—	—	—	40,850
Gloucester and Dean Forest -	254,000	83,470	337,470	254,000	6½	—	—	—	—
Great Western and Brentford	180,000	60,000	240,000	94,903	2½	—	—	—	69,080
Leominster and Kington -	80,000	26,000	106,000	59,010	4	—	—	—	19,280
Llangollen and Corwen -	90,000	30,000	120,000	90,000	2½†	—	—	—	—
Marlborough - - -	51,000	15,000	66,000	30,134	—	—	—	—	—
Milford - - - -	70,000	23,000	93,000	58,889	—	—	—	—	—
Much Wenlock and Severn Junction.	68,000	16,000	84,000	24,000	3	20,000	4½	4½	15,000
Nantwich and Market Drayton	120,000	40,000	160,000	—	—	119,322	4½†	4½	—
Severn Valley - - -	660,000	—§	660,000	360,265	4½	—	—	—	147,760
Stourbridge - - -	128,000	42,500	170,500	114,706	4	—	—	—	—
„ Extension - - -	230,000	76,600	306,600	195,028	4	—	—	—	—
Stratford-upon-Avon - -	82,500	26,700	109,200	64,707	4½	—	—	—	16,890
Tenbury and Bewdley - -	140,000	40,000	180,000	105,030	3½	—	—	—	20,000
Vale of Llangollen - -	79,000	23,000	102,000	44,700	2½	—	—	—	24,000
Wallingford and Watlington	80,000	26,600	106,600	17,575	—	—	—	—	—
Wellington and Drayton -	300,000	99,933	399,933	192,860	4½	—	—	—	—
Wellington and Severn Junction.	60,000	10,000	70,000	59,862	5	—	—	—	—
Wenlock - - - -	125,000	41,500	166,500	59,570¶ 40,000	2½ —	—	—	—	25,000
Witney - - - -	80,000	26,000	106,000	37,044	—	—	—	—	12,160
See also the "Birkenhead," "Hammer-smith and City Junction," "Ladlow and Cleehill," "Shrewsbury and Hereford," "Tenbury," "Victoria Station and Pimlico," "West Cornwall," "West London," "West London Extension," and "Weymouth and Portland."									

Leased to, or worked by, the Great Western.

Received.			Capital raised by Loans and Debenture Stock.					Total Stock and Share Capital received and Capital raised by Loans and Debenture Stock.	Subscriptions to other Companies.	REMARKS.
Preferential Rate of Dividend.	Rate of Dividend paid.	Total Stock and Share Capital received.	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.	Total raised by Loans and by Debenture Stock.			
		£	£		£		£	£	£	
—	—	159,920	—	—	—	—	—	159,920	—	*The Loans are included in the Great Western Return.
—	—	120,000	40,000	5	—	—	40,000	160,000	—	
5	4½	120,253	30,500 7,800	5 4½	—	—	38,300	158,553	—	
—	—	83,000	17,700 5,600	5 4½	—	—	23,300	106,300	—	
5½	Nil.	22,000	7,500	5	—	—	7,500	29,500	—	
6	—	80,367	25,626	5	—	—	25,626	105,993	—	This Account is for the half year ending 30th June 1869.
—	—	254,000	24,700 200	4½ 4½	—	—	24,900	278,900	25,000	
5	5	163,983	21,658 9,110 23,155	5 4½ 4½	—	—	53,923	217,906	—	
4½	4½	78,290	19,450 6,550	4½ 5	—	—	26,000	104,290	—	
—	—	90,000	30,000	5	—	—	30,000	120,000	—	†With a Bonus at the rate of 1 per cent. for the half year ending 30th June 1869.
—	—	80,134	12,865	5	—	—	12,865	42,999	—	
—	—	58,889	17,000	5	—	—	17,000	75,889	—	
5	5	59,000	8,000	5	—	—	8,000	67,000	20,000	
—	—	119,322	4,600 13,300	5 4½	—	—	17,900	137,222	—	‡Guaranteed by the Wellington and Drayton Railway Company.
4½	4½	508,025	—	—	—	—	—	508,025	7,500	§Loan powers exercised by the Great Western Railway Company.
—	—	114,705	1,100 18,225 13,375	4½ 4½ 5	—	—	32,700	147,405	—	
—	—	195,028	31,400 38,600	4½ 5	—	—	70,000	265,028	—	
5	5	81,597	26,700	4½	—	—	26,700	108,297	—	
4½	4½	125,030	—	—	34,250 5,750	5 4½	40,000	165,030	—	
5	5	68,700	2,400 12,600 8,000	4½ 4½ 5	—	—	23,000	91,700	—	[Received in addition 119l. 19s. 7d. on forfeited shares, and 4,189l. 12s. 11d. for Surplus Lands.
—	—	17,575	—	—	—	—	—	17,575	—	
—	—	192,860	66,600	4½	—	—	66,600	259,460	—	
—	—	59,862	2,830	5	—	—	2,830	62,692	—	The line is leased to the Great Western Company for 999 years.
5	5	124,570	30,900	5	—	—	30,900	155,470	—	¶400l. calls in arrear. **This 40,000l. was authorised to be and was subscribed by the Great Western Company and the Much Wenlock and Severn Junction Company in equal moieties. No dividend is payable by the Wenlock Railway Company in respect of this Stock, but in lieu thereof the Coalbrookdale Extension Railway is worked and maintained, and the profits thereof received by the Great Western Company under the provisions of an agreement dated 24th March, 1864, and confirmed by the "Wenlock Railway Companies' Act, 1864," the Great Western Company paying to the Much Wenlock and Severn Junction Company a fixed annual sum in lieu of dividend on the 20,000l. subscribed by it.
5	—	49,194	16,000	5	—	—	16,000	65,194	—	

NAME OF COMPANY.	Authorised Capital.			Stock and Share Capital					
	By Shares.	By Loans.	Total.	Ordinary.	Average Rate per Cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	Preferential.
	£	£	£	£		£			£
<i>Great Western and Brentford</i> -	<i>Leased to the Great Western.</i>								
<i>Gwendraeth Valleys</i> -	No information.								
<i>Haddenham, Willingham, and Long Stanton.</i>	No information.								
<i>Halesowen and Bromsgrove Branch Railways.</i>	168,000	56,000	224,000	—	—	—	—	—	—
<i>Halifax and Ovenden Junction</i> -	180,000	60,000	240,000	69,922	—	—	—	—	—
<i>Harborne</i> -	100,000	33,000	133,000	—	—	—	—	—	—
<i>Harrow, Edgware, and London</i> -	No information.								
<i>Hatfield and St. Albans</i> -	<i>Worked by the Great Northern.</i>								
<i>Hatfield Chase Warping and Improvement.</i>	44,000	14,600	58,600	—	—	—	—	—	—
<i>Hawes and Melmerby</i> -	350,000	116,000	466,000	—	—	—	—	—	—
<i>Hayling</i> -	No information.								
<i>Hemel Hempstead and London and North-western.</i>	190,000	63,200	253,200	15,130	—	—	—	—	—
<i>Henley-in-Arden</i> -	No information.								
<i>Hereford, Hay, and Brecon</i> -	355,000	140,000	495,000	187,997	—	—	—	—	146,580
<i>Hexham and Allendale</i> -	120,000	40,000	160,000	73,175	—	—	—	—	—
<i>Holywell</i> -	No accounts.								
<i>Horncastle</i> -	<i>Worked by the Great Northern.</i>								
<i>Hounslow and Metropolitan</i> -	120,000	40,000	160,000	—	—	—	—	—	—
<i>Hoylake</i> -	No accounts.								
<i>Hull and Selby</i> -	<i>Leased to the North-eastern.</i>								
<i>Idle and Shipley</i> -	55,000	18,300	73,300	—	—	—	—	—	—
<i>Ilfracombe</i> -	210,000	70,000	280,000	38,799	—	—	—	—	—
<i>Ipswich and Felixstowe</i> -	65,000	21,800	86,800	—	—	—	—	—	—
<i>Isle of Wight</i> -	196,360	146,300	342,660	109,150	—	—	—	—	67,210
<i>Isle of Wight (Newport Junction)</i>	No information.								
<i>Keighley and Worth Valley</i> -	<i>Worked by the Midland.</i>								
<i>Kendal and Windermere</i> -	<i>Leased to the London and North-western.</i>								
<i>Kent Coast</i> -	<i>Worked by the London, Chatham, and Dover.</i>								
<i>Kettering, Thrapstone, and Huntingdon.</i>	<i>Worked by the Midland.</i>								
<i>Kingsbridge</i> -	Applied to abandon.								
<i>King's Lynn Docks and Railway</i> -	75,500	25,160	100,660	59,200	—	—	—	—	2,258
<i>Kington and Eardisley</i> -	No information.								
<i>Lancashire and Yorkshire</i> - See also the "North Union" and "Preston and Wyre."	18,557,958	6,070,353	24,628,311	12,689,986	6½	794,040	6	6	287,793 260,060 350,730 90,780 2,998,214
<i>Lancashire Union</i> -	530,000	175,000	705,000	372,810	—	—	—	—	—
<i>Lancaster and Carlisle</i> -	<i>Leased to the London and North-western.</i>								

Received.			Capital raised by Loans and Debenture Stock.					Total Stock and Share Capital received and Capital raised by Loans and Debenture Stock.	Subscriptions to other Companies.	REMARKS.
Pre-ferential Rate of Dividend.	Rate of Dividend paid.	Total Stock and Share Capital received.	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.	Total raised by Loans, and by Debenture Stock.			
		£	£		£		£	£	£	
—	—	—	—	—	—	—	—	—	—	
—	—	69,922	—	—	—	—	—	69,922	—	
—	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	—	—	
—	—	15,130	—	—	—	—	—	15,130	—	
5	—	334,577	117,980	5	—	—	117,980	452,557	—	
—	—	73,175	4,967	5	—	—	4,967	78,142	—	
—	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	—	—	
—	—	38,799	—	—	—	—	—	38,799	—	
—	—	—	—	—	—	—	—	—	—	
—	—	176,360	—	—	98,910	5	98,910	275,270	—	
6	—	61,458	22,000	5	—	—	22,000	83,458	—	
6 5l. 3s. 10d.	6½ 5l. 3s. 10d.	17,471,683	239,015	4½	635,363	4	5,674,765	23,146,448*	270,473	*Exclusive of 75,524l. 14s. 9d. received on forfeited and merged shares.
5	5		1,208,005	4½	1,000	3½				
4½	6½		25,200	4½						
4½	6½		530,225	4½						
	4½		23,000	4½						
			2,942,551	4						
			69,809	3½						
			597	3½						
—	—	372,810	149,000	4½	—	—	149,000	521,810	169,500	

NAME OF COMPANY.	Authorised Capital.			Stock and Share Capital					
	By Shares.	By Loans.	Total.	Ordinary.	Average Rate per cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	Preferential.
	£	£	£	£		£			£
Landport and Southsea Tramway	10,000	2,500	12,500	9,875	7½	—	—	—	—
Langharne - - -	50,000	16,600	66,600	40	—	—	—	—	—
Lanncoston and South Devon -	Worked by the South Devon.								
Leominster and Kingston -	Worked by the Great Western.								
Liskeard and Caraden -	30,825	10,000	40,825	30,825	5	—	—	—	—
Liskeard and Looe Union Canal.	26,000	14,000	40,000	25,300	5 on 12,800l.	—	—	—	—
Liskeard and Looe Union Canal -	Worked by the Liskeard and Caraden.								
Llanelli Railway and Dock: Original Undertaking -	364,000	121,000	485,000	199,680	2½	—	—	—	34,916 97,950
Carmarthen Line Undertaking	155,000	51,627	206,627	68,000	—	—	—	—	68,500
Swansea Lines Undertaking	418,000	189,260	557,260	110,000	—	—	—	—	260,000
Mumbles Extension and Pier	76,000	25,300	101,300	—	—	—	—	—	—
Llangollen and Corwen - -	Worked by the Great Western.								
Llantrissant and Taff Vale Junction	Worked by the Taff Vale.								
Llynvi and Ogmore - -	675,000	224,800	899,800	112,180 Llynvi. 153,020 Ogmore.	1½ —	130,920	5	5	102,768
London and Blackwall - -	Leased to the Great Eastern.								
London and Greenwich - -	Leased to the South-eastern.								
London and North-western -	43,921,901	16,582,182	60,504,083	29,630,045 392,056 440,500	6½ 4½* 6½†	—	—	—	220,840 183,400 4,916,313 1,843,843 840,500 315,400
Leased to, or worked by, the London and North-western.	Included in the London and North-western.								
	Birmingham, Wolverhampton, and Stour Valley.								
	Buckinghamshire - -	1,245,000	†	1,245,000	1,245,000	4	—	—	—
	Carnarvon and Llanberis -	248,000	82,600	330,600	64,437	—	—	—	—
	Cromford and High Peak -	227,700	92,825	320,525	127,700	9s. per share.	—	—	20,000 20,000
	Kendal and Windermere -	No information.							
	Lancaster and Carlisle -	2,991,130	463,333	3,454,463	2,420,300	10½	—	—	456,000
	Shropshire Union Railways and Canal.	1,162,623	1,171,707	2,334,330	1,162,623	3½	—	—	—
	Watford and Rickmansworth See also the "Birkenhead," "Ludlow and Cleehill," "North Union," "Oldham, Ashton - under-Lyne, and Guide Bridge Junction," "Preston and Wyre," "Shrewsbury and Hereford," "Tenbury," "West London," and "West London Extension."	No information.							

Received.			Capital raised by Loans and Debenture Stock.					Total Stock and Share Capital received and Capital raised by Loans and Debenture Stock.	Subscriptions to other Companies.	REMARKS.
Preferential Rate of Dividend.	Rate of Dividend paid.	Total Stock and Share Capital received.	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.	Total raised by Loans and by Debenture Stock.			
—	—	£ 9,875	£ —	—	£ —	—	£ —	£ 9,875	—	This is for the year ending 31st October 1869. A warrant granting the abandonment of this undertaking was issued the 11th May 1870.
—	—	40	—	—	—	—	—	40	—	
—	—	30,825	4,600	5	—	—	4,600	35,425	—	
—	—	25,800	7,500	5	—	—	12,200	37,500	650	
			4,700	4½						
6	6	332,546	3,000	4	1,300	5	85,132	417,678	—	
5	5		14,270	4½						
			1,500	4½						
			65,062	5						
5	—	186,500	45,620	5	—	—	45,620	182,120	—	
5	—	370,000	182,815	5	—	—	182,815	502,815	—	
—	—	—	—	—	—	—	—	—	—	
5	5	498,888	100	4½	950	6	148,098	646,986	—	
			4,100	4½						
			188,908	5						
			4,040	6						
10	10	38,772,897	15,041	3½	310,830	3½	15,523,362	54,296,259	3,301,246	*Birmingham, Wolverhampton, and Stour Valley, entitled to two-thirds London and North-western dividend. †Stock for conversion of Shropshire Union and Stour Valley.
6	6		65,710	3½	3,642,095	4				
5	5		3,489,928	4						
4½	4½		1,970,253	4½						
4	4		5,309,458	4½						
2½	2½		677,072	4½						
			92,975	5						
—	—	1,245,000	—	—	—	—	—	1,245,000	—	†The borrowing powers of the Buckinghamshire Railway Company are merged in those of the London and North-western Company, as per their Act of 1st August 1861.
—	—	64,437	33,048	5	—	—	33,048	97,485	—	
4½	4½	167,700	—	—	31,910	3	78,825	246,525	3,750	This account is for the year ending 25th March 1870.
3½	3½				46,915	1½				
4½	4½	2,876,300	1,200	4½	—	—	1,500	2,877,800	40,876	
			300	4						
—	—	1,162,623	7,295	5	—	—	813,786	1,976,409	—	
			373,489	4½						
			162,813	4½						
			264,689	4						
			2,500	3½						
			3,000	3½						

NAME OF COMPANY.	Authorised Capital.			Stock and Share Capital					
	By Shares.	By Loans.	Total.	Ordinary.	Average Rate per cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	Preferential.
London and South-western	£ 12,962,559	£ 5,089,830	£ 18,052,389	£ 7,452,174 391,962*	4½	£ —	—	—	£ 171,251 1,519,401 2,929,539 4,400
Bishop's Waltham	No information.								
Devon and Cornwall	390,000	129,633	519,633	128,867	—	—	—	—	—
Exeter and Crediton	105,000	34,999	139,999	70,000	5	—	—	—	20,000
Lymington	34,000	7,000	41,000	22,140	1½	—	—	—	11,860
Mid Hants	175,000†	225,000†	400,000	62,681	—	—	—	—	25,000
Ringwood, Christchurch, and Bournemouth.	75,000	25,000	100,000	65,083	—	—	—	—	—
Salisbury and Dorset	196,000	65,300	261,300	147,492	—	—	—	—	15,000
Salisbury and Yeovil	700,000	232,733	932,733	326,715	6½	—	—	—	267,939
Salisbury Railway and Market House.	17,000	4,600	21,600	11,900	4	—	—	—	1,000
Seaton and Beer	48,000	16,000	64,000	36,000	—	—	—	—	12,000
Staines, Wokingham, and Woking.	340,000	103,000	443,000	251,173	2½ 13s. 9d.	—	—	—	50,000
Stokes Bay Railway and Pier See also the "West London Extension," and the "Weymouth and Portland."	No accounts.								
London, Brighton, and South Coast See also the "Victoria Station and Pimlico," and "West London Extension."	15,185,000	5,061,667	20,246,667	6,839,943	½	—	—	—	220,000 411,178 3,703,850 2,441,656 449,400
London, Chatham, and Dover	12,930,556	5,264,399	18,194,955	3,018,550	—	—	—	—	5,600,830 1,786,000 573,240
Crystal Palace and South London Junction.	675,000	225,000	900,000	283,120	—	—	—	—	333,075
Kent Coast	725,000	241,000	966,000	422,500	—	—	—	—	302,500
Mid-Kent (Bromley to St. Mary's Cray).	70,000	23,000	93,000	61,550	4	—	—	—	—
Sevenoaks, Maidstone, and Tunbridge.	No accounts.								
Sittingbourne and Sheerness See also the "Victoria Station and Pimlico."	150,000	49,600	199,600	51,784	—	—	—	—	10,820
London, Tilbury, and Southend	662,000	190,000	852,000	—	—	650,660	6	6	—
London, Worcester, and South Wales.	Applied to abandon.								

Received.			Capital raised by Loans and Debenture Stock.					Total Stock and Share Capital received and Capital raised by Loans and Debenture Stock.	Subscriptions to other Companies.	REMARKS.
Pre-ferential Rate of Dividend.	Rate of Dividend paid.	Total Stock and Share Capital received.	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.	Total raised by Loans and by Debenture Stock.			
7 5 4½ 4	7 5 4½ 4	£ 12,468,747	£ 452,850 142,300 792,422 684,267 1,049,564	5 4½ 4½ 4½ 4	£ 1,052,109 745,831	4 4½	£ 4,919,343	£ 17,388,090	£ 752,132	* Discounts, &c.
—	—	128,867	48,000	5	—	—	48,000	171,867	—	
5	5	90,000	650 15,950 6,000	4½ 4½ 4½	—	—	22,600	112,600	—	
5½	5½	34,000	2,500 4,500	4½ 5	—	—	7,000	41,000	—	
5	—	87,681	—	—	197,680	3	197,680	285,311	—	† Authorised by “ The Railway Companies Act, 1867,” and a scheme of arrangement between the Company and their creditors, filed in the Court of Chancery 17th July 1868, and confirmed by order of the said Court on the 16th April 1869.
—	—	65,083	12,380 2,500	5 6	—	—	14,880	79,968	—	This Account is for the year ending 30th June 1869.
5	—	162,492	50,384	5	—	—	50,384	212,876	—	
5	5	594,654	66,200 41,250 43,600	5 4½ 4½	52,700	4½	203,750	798,404	—	
6	6	12,900	2,500 1,000	5 4½	—	—	8,500	16,400	—	
5	—	48,000	15,200	5	—	—	15,200	63,200	—	
5	5	301,173	50,090 7,425 30,885	4½ 4½ 5	—	—	88,400	389,573	—	
7 6 5 4½ 4	7 6 5 4½ 4	14,066,027	1,033,058 106,900 866,242 172,740 382,835	5 4½ 4½ 4½ 4	687,160 1,306,239	4½ 4	4,555,174	18,621,201	—	‡ For the last half year only.
6 5 4½	— — —	10,977,610	1,600 10,000 2,876,108 4,000 28,916 1,877,069	4½ 4½ 5 5½ 5½ 6	50,258	5	4,347,951	15,325,561	—	
6	—	616,195	108,525 116,065	5 6	—	—	224,590	840,785	—	
6	—	725,000	29,150 209,062	5 6	—	—	238,212	963,212	—	
—	—	61,550	500 9,100 8,400 5,000	4½ 5 5½ 6	—	—	23,000	84,550	—	
—	—	92,604	25,400 1,600 12,000	5 5½ 6	—	—	39,000	131,604§	—	§ And 1,835 <i>l.</i> by sale of ferry lands.
—	—	650,650	19,400 1,000 129,600	4½ 4½ 5	—	—	150,000	800,650	—	

NAME OF COMPANY.	Authorised Capital.			Stock and Share Capital					
	By Shares.	By Loans.	Total.	Ordinary.	Average Rate per cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	Preferential.
	£	£	£	£		£			£
Longton, Adderley Green, and Bucknall.	50,000	16,000	66,000	—	—	—	—	—	—
Lostwithiel and Fowey - -	30,000	10,000	40,000	15,102	—	—	—	—	11,250
Louth and Lincoln - -	250,000	83,000	333,000	—	—	—	—	—	—
Lowestoft - - - -	<i>Leased to the Great Eastern.</i>								
Luddenden Valley - -	22,000	7,300	29,300	2,150	—	—	—	—	—
Ludlow and Cleve Hill - -	30,000	10,000	40,000	30,000	—	—	—	—	—
Lugg Valley - - - -	No information.								
Lymington - - - -	<i>Worked by the London and South-western.</i>								
Lynn and Hunstanton - -	<i>Worked by the Great Eastern.</i>								
Macclesfield, Bollington, and Marple.	200,000	66,600	266,600	200,000	—	—	—	—	—
Macclesfield, Knutsford, and Warrington.	No Accounts.								
Maidstone and Ashford - -	No information.								
Manchester and Milford - -	570,300	190,100	760,400	331,350	—	—	—	—	190,200
Manchester, Burton, Matlock, and Midlands Junction.	<i>Leased to the London and North-western and Midland, and worked by the Midland.</i>								
Manchester, Sheffield, and Lincolnshire.	11,976,998	3,768,766	15,745,764	4,705,274	2½	210,631	5	5	2,166,115 1,282,332 225,000 366,698
South Yorkshire and River Don. See also the "Cheshire Lines" Committee and "Oldham, Ashton-under-Lyne, and Guide Bridge Junction."	2,240,000	1,249,604	3,489,604	735,605	5	448,980 500,000	4 5	4 5	456,260
Marlborough - - - -	<i>Worked by the Great Western.</i>								
Maryport and Carlisle - -	555,000	175,000	730,000	302,175	8½	—	—	—	83,912 91,200 77,713
Melk and Eye - - - -	<i>Worked by the Great Eastern.</i>								
Merrybent and Darlington -	60,000	20,000	80,000	41,607	—	—	—	—	—
Metropolitan - - - -	5,700,000	1,866,666	7,566,666	49,720 2,372,561 1,237,991 49,720 307,722	6 4 4 2 —	—	—	—	1,285,982
Metropolitan and St. John's Wood.	750,000	248,000	998,000	300,000	—	—	—	—	183,170
Metropolitan District - -	3,750,000	1,250,000	5,000,000	2,177,484	—	—	—	—	1,249,977
Metropolitan and St. John's Wood	<i>Worked by the Metropolitan.</i>								
Metropolitan District - -	<i>Worked by the Metropolitan.</i>								
Mid-Hants - - - -	<i>Worked by the London and South-western.</i>								
Mid-Kent (Droghda to St. Mary's Cray).	<i>Leased to the London, Chatham, and Dover.</i>								

Received.			Capital raised by Loans and Debenture Stock.					Total Stock and Share Capital received and Capital raised by Loans and Debenture Stock.	Subscriptions to other Companies.	REMARKS.
Preferential Rate of Dividend.	Rate of Dividend paid.	Total Stock and Share Capital received.	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.	Total raised by Loans and by Debenture Stock.			
—	—	£ —	£ —	—	£ —	—	£ —	£ —	£ —	This undertaking is in abeyance.
5	—	26,452	6,200	5	—	—	10,000	36,452	—	
—	—	—	8,800	6	—	—	—	—	—	
—	—	2,150	—	—	—	—	—	2,150	—	This undertaking is in abeyance.
—	—	80,000	9,700	5	—	—	9,700	39,700	—	The Line is worked by the London and North-western and Great Western.
—	—	200,000	8,210	4½	—	—	8,210	208,210	—	
5	—	521,550	171,298	5	—	—	171,298	692,848*	—	* And 24,681l. 16s. 8d. received for rentcharges, and 440l. on Forfeited Shares.
6	6	8,956,050	1,000	3¼	79,577	4	3,696,090	12,652,140†	2,002,357	† And 170,678l. 14s. 6d. received on Forfeited Shares, 6,652l. Calls in Advance, and 4,000l. advance by Great Northern Railway Company on account of improvement to Fishing Craft Dock at Grimsby.
5	5		111,938	4	293,240	5				
4½	4½		510,703	4½						
3½	3½		1,464,526	4½						
			910,114	4½						
			324,992	5						† Received also 49,873l. 7s. 4d. on Forfeited Shares, 54,950l. Dearne and Dove Navigation Share Capital, and 150l. Stainforth and Keadby Navigation Share Capital.
5	5	2,140,845	36,759	4	88,312	4½	1,159,996	3,300,841†	70,000	
			233,954	4½						
			572,675	4½						
			2,000	4½						
			150,336	4½						
			75,960	5						
4	8½	555,000	59,471	4½	—	—	174,815	729,815	—	
Minimum.			42,120	4½						
4½	8½		73,224	4						
Minimum.										
5	5									
Fixed.										
—	—	41,607	1,600	4½	—	—	1,600	43,207	—	
5	5	5,293,696	4,300	4	175,133	4½	1,635,492	6,929,188§	100,000	§ Received also 14,693l. 3s. 6d. for conversion of Extension Stock into Ordinary Stock.
			8,100	4½						
			710,019	4½						
			815,420	4½						
			422,520	5						
5	2½	483,170	100	4½	—	—	98,600	581,770	—	
			46,630	5						
			14,150	5½						
			37,720	6						
5	—	8,427,461	32,625	5	581,780	6	753,945	4,181,406	—	
			3,300	5½	1,400	5				
			7,750	5½						
			127,090	6						

NAME OF COMPANY.	Authorised Capital.			Stock and Share Capital					
	By Shares.	By Loans.	Total.	Ordinary.	Average Rate per cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	Preferential.
Midland - - -	£ 31,428,151	£ 9,126,360	£ 40,554,511	£ 18,089,395 978,533	6½ 4½	£ 140,000 1,949,903 1,800,000	8 6 4	8 6 4	£ 145,000 25,000 6,158,911 1,853,067 675,000 1,157,251½
Leased to, or worked by, the Midland.	Evesham and Redditch -	149,000	49,600	198,600	132,096	7½	—	—	—
	Keighley and Worth Valley	90,000	30,000	120,000	35,075	—	—	—	33,000
	Kettering, Thrapston, and Huntingdon.	230,000	75,600	305,600	100,000	3½	—	—	130,000
	Manchester, Buxton, Matlock, and Midlands Junction.	563,750	151,250	715,000	486,270	2s. 7d. per share.	—	—	—
	Midland and South-western Junction.	90,000	30,000	120,000	90,000	5	—	—	—
	North-western - - -	1,412,609	346,691	1,759,300	785,560	3½	—	—	92,609
	Peterborough, Wisbeach, and Sutton.	285,000	94,999	379,999	260,000	—	—	—	—
	Redditch - - -	50,000	16,500	66,500	34,820	8	—	—	—
	Stonehouse and Nailsworth -	101,000	33,600	134,600	65,940	—	—	—	10,000
	Tewkesbury and Malvern - See also the "Cheshire Lines Committee," "Midland and Eastern," and "Norwich and Spalding."	265,000	88,000	353,000	235,580	—	—	—	—
Midland and Eastern - - -	213,000	71,000	284,000	212,717	2	—	—	—	—
Midland and South-western Junction.	Leased in perpetuity to the Midland.								
Midland Counties and South Wales	1,335,000	444,500	1,779,500	109,960	—	—	—	—	219,770
Mid Wales - - -	770,100	245,050	1,015,150	402,926	—	—	—	—	360,100
Milford - - -	Worked by the Great Western.								
Milford Haven Dock and Railway	No information.								
Minehead - - -	No information.								

NOTE a.—This amount to be raised by Debenture Stock B, or in lieu thereof, to each of the persons entitled thereto as shall agree to accept the same, in manner and priority as if such Shares had been issued under the Act of 1866, but which amount has not yet been ascertained.

NOTE.—This amount to be raised by New Ordinary Shares or Debenture Stock C, or partly by New Ordinary Shares and partly by Debenture Stock C, but

Received.			Capital raised by Loans and Debenture Stock.					Total Stock and Share Capital received and Capital raised by Loans and Debenture Stock.	Subscriptions to other Companies.	REMARKS.
Preferential Rate of Dividend.	Rate of Dividend paid.	Total Stock and Share Capital received	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.	Total raised by Loans and by Debenture Stock.			
		£	£		£		£	£	£	
6	6½	27,972,080	1,000	5	244,078	4½	7,266,495	35,288,575*	1,598,379	* Received also 18,500 <i>l.</i> for Redemption of Mortgages from July 1851, 9,576 <i>l.</i> 15 <i>s.</i> for Cancelled Shares, and 152,483 <i>l.</i> 18 <i>s.</i> 10 <i>d.</i> premium on shares sold. † Received in advance.
6	6½		122,490	4½	1,001,377	4½				
5	5		5,300	4½	1,120,290	4				
4½	4½		2,295,455	4½						
4	4		320,831	4½						
5	5		2,047,977	4						
			107,702	3½						
—	—	132,096	49,600	5	—	—	49,600	181,696	—	
6	—	68,075	1,350	6	—	—	18,000	86,075	—	
			485	5½						
			16,165	5						
5	5	230,000	75,600	5	—	—	75,600	305,600	—	
—	—	436,270	22,980	4	—	—	109,128	545,398	—	
			54,808	4½						
			25,548	4½						
			5,792	4½						
—	—	90,000	30,000	5	—	—	30,000	120,000	—	
5	5	878,169	34,100	4	—	—	302,625	1,180,794†	—	† Received also 64,264 <i>l.</i> 18 <i>s.</i> 6 <i>d.</i> on Forfeited Shares, 3,054 <i>l.</i> 2 <i>s.</i> 3 <i>d.</i> interest allowed by bankers, 8,666 <i>l.</i> 16 <i>s.</i> 1 <i>d.</i> interest on Calls paid after due, and 799 <i>l.</i> 17 <i>s.</i> 10 <i>d.</i> Registration Fees.
			123,223	4½						
			140,802	4½						
			1,500	4½						
			3,000	5						
—	—	260,000	93,002	5	—	—	93,002	353,002	—	
—	—	34,820	2,000	4	—	—	11,500	46,320	—	
			9,500	4½						
5	—	75,940	21,000	5	—	—	21,000	96,940	—	
—	—	235,580	88,000	5	—	—	88,000	323,580	—	
—	—	212,717	51,730	5	—	—	68,940	281,657	—	The line is worked by the Mid-land and Great Northern Railway Companies.
			17,210	4½						
5	—	329,730	94,900	5	—	—	94,900	424,630	—	These accounts are for the half year ending 30th June 1869. The Company were authorised by the Act of 1866 to raise 200,000 <i>l.</i> in Shares as a third preference. By the scheme of arrangement, the power to raise Capital not exercised at the time was repealed, subject to a power to issue Preference Shares in payment of certain claims—(see Note a). Scheme of arrangement between the Mid-Wales Railway Company and their Creditors, prepared by the Directors, in exercise of the powers of "The Railway Companies Act, 1867," confirmed by an order made on the 12th day of June 1868, and enrolled in the High Court of Chancery on the 31st day of July 1868. § And an amount equal to the aggregate amount of all the Company's existing debts (except the Mortgage Debt), and all other lawful claims against the Company, which amount has not yet been ascertained. An amount (b) as will enable the Company to construct, complete, and open for traffic the 2nd Section of the Company's undertaking, and all the works, &c. connected therewith, including incidental expenses, Land, and Rolling Stock. Amount not yet ascertained.
5	—	763,026	166,800	4	78,250	4	245,050	1,008,076	—	

per cent. Preference Shares of the Company to an equal amount, payable only out of the profits of the 1st Section of the Company's undertaking, in the same which amount has not yet been ascertained.

NAME OF COMPANY.	Authorised Capital.			Stock and Share Capital					
	By Shares.	By Loans.	Total.	Ordinary.	Average Rate per cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	Preferential.
Mistley, Thorpe, and Walton	£ 51,000	£ 17,000	£ 68,000	£ 20,126	—	£ —	—	—	£ —
Mold and Denbigh Junction	325,000	247,000	572,000*	225,000	—	—	—	—	100,000
Monmouthshire Railway and Canal	1,145,000	386,450	1,531,450	720,000 27,540†	4½	—	—	—	315,000 174 (Premium.)
Moretonhampstead and South Devon	Leased to the South Devon.								
Mowddwy	No information.								
Much Wenlock and Severn Junction.	Worked by the Great Western.								
Nantwich and Market Drayton	Worked by the Great Western.								
Neath and Brecon and Swansea Vale and Neath and Brecon.	438,170	1,075,000	1,513,170	293,370	—	—	—	—	144,800
New Milford Docks	No information.								
Newport and Usk	No information.								
Newport Pagnell	No information.								
Newquay and Cornwall Junction	30,000	9,000	39,000	13,094	—	—	—	—	—
New Romney	85,000	28,300	113,300	5,787	—	—	—	—	—
North and South-western Junction	105,000	33,600†	138,600	114,280 2,982§	2½	—	—	—	—
North and South Wiltshire	270,000	90,000	360,000	—	—	—	—	—	—
North-eastern	34,216,804	11,426,579	45,643,383	1,999,678 1,155,000** 8,194,472 3,220,125¶ 1,394,422 50,000 159,801 62,483	9 8½ 6½ 6¼ 4l. 3s. 9d. 5 — —	—	—	—	440,570 1,345,190 539,500 3,126,540 3,497,267 606,650¶ 8,900,731 150,000** 43,600¶** 2,215†† 11,380††

Received.			Capital raised by Loans and Debenture Stock.					Total Stock and Share Capital received and Capital raised by Loans and Debenture Stock.	Subscriptions to other Companies.	REMARKS.
Preferential Rate of Dividend.	Rate of Dividend paid.	Total Stock and Share Capital received.	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.	Total raised by Loans and by Debenture Stock.			
—	—	£ 20,126	£ 12,000	5	—	—	£ 12,000	£ 82,126	—	Application has been made to the Board of Trade for the abandonment of this undertaking.
—	—	325,000	6,500	5	190,980 38,800	4 5	236,280	561,280	—	* Scheme of arrangement between the Railway Company and their Creditors, prepared by the Directors in pursuance of "The Railway Companies Act, 1867," confirmed by an order made on the 12th day of June 1868, and enrolled in the High Court of Chancery on the 17th day of July 1868.
5	5	1,062,714	6,700 69,062 164,415 30,000 89,427	4 4½ 4½ 4½ 5	26,775	4½	386,880	1,449,094	52,000	† Received in advance of calls.
—	—	438,170	157,842	5	142,528	5	299,870	738,040	—	
—	—	13,094	1,000 1,000	5 6	—	—	2,000	15,094	—	This account is for the half year ending 30th June 1869.
—	—	5,737	—	—	—	—	—	5,737	—	This account is for the half year ending 30th June 1869.
—	—	117,212	1,000 4,000	4½ 4½	—	—	5,000	122,212	—	‡ 28,600 <i>l.</i> of the Loan Capital has been converted into Share Capital.
—	—	—	—	—	—	—	—	—	—	§ Received in advance.
—	—	—	—	—	—	—	—	—	—	A warrant granting the abandonment of this Undertaking was issued the 23d July 1870.
8 6 5½ 5 4½ 4½ 4 4 5 5 —	8 6 5½ 5 4½ 4½ 4 4 8½ 6½ 5 —	29,899,624	178,154 207,298 3,049,373 3,123,422 2,429,417 68,000 400	5 4½ 4½ 4½ 4 3½ 3½	1,135,619 202,027	4½ 4	10,393,710	40,293,334	250,167	By virtue of "The Hull and Selby Railway Purchase Act, 1846," and "The York, Newcastle, and Berwick Railway (Hartlepool Dock and Railway, &c. Leasing) Act, 1848," the North-eastern Company exercise the borrowing powers of the Hull and Selby and Great North of England, Clarence, and Hartlepool Junction Railway Companies, and the Loans raised under those Acts are included in this account.
										¶ Hull and Selby purchase shares, dividend at 4½ per cent. on 10 <i>l.</i> per share called, and 5 per cent. on payments in advance of calls, with participation in dividends paid on York Ordinary Stock in excess of those rates.
										** Carlisle Preference Stock, issued at the rate of 4 per cent., with participation in dividend paid on Ordinary Stock in excess of that rate.
										†† Received in advance of Calls.

NAME OF COMPANY.	Authorised Capital.			Stock and Share Capital					
	By Shares.	By Loans.	Total.	Ordinary.	Average Rate per cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	Preferential.
North-eastern—cont. Great North of England, Clarence, and Hartlepool Junction.	£ 74,900	£ 24,500	£ 99,400	£ 41,875	8	£ 16,918	4½	4½	£ 13,725
Hull and Selby - - -	733,000	—*	733,000	700,000	9½. 18s.	—	—	—	—
Northern and Eastern - - -	Leased to the Great Eastern.								
North London - - -	2,675,000	890,866	3,565,866	1,869,904	6½	—	—	—	700,000
North Metropolitan - - -	No information.								
North Staffordshire - - -	5,341,000	1,746,600	7,087,600	3,200,000†	2½	—	—	—	1,775,000
Northumberland Central - - -	75,000	25,000	100,000	58,776	—	—	—	—	—
North Union - - -	739,201	380,050	1,119,251	739,201	8½. 16s. 0½d.	—	—	—	—
North-western - - -	Leased to the Midland.								
North-western and Charing Cross	No information.								
Norwich and Spalding - - -	170,000	56,000	226,000	170,000	1	—	—	—	—
Nottingham and Grantham Railway and Canal.	Leased to the Great Northern.								
Oldham, Ashton-under-Lyne, and Guide Bridge Junction.	140,000	46,600	186,600	40,000 100,000†	4½	—	—	—	—
Pembroke and Tenby - - -	395,000	131,200	526,200	75,736	5	—	—	—	161,330
Penarth Harbour, Dock, and Railway.	Leased to the Taff Vale.								
Peterborough, Wisbeach, and Sutton.	Worked by the Midland.								
Plymouth and Dartmoor - - -	No information.								
Pontypool, Caerleon, and Newport	No information.								
Poole and Bournemouth - - -	No information.								
Potteries, Shrewsbury, and North Wales.	858,200	539,790	1,397,990	758,200	—	—	—	—	100,000

Received.			Capital raised by Loans and Debenture Stock.					Total Stock and Share Capital received and Capital raised by Loans and Debenture Stock.	Subscriptions to other Companies.	REMARKS.
Pre-ferential Rate of Dividend.	Rate of Dividend paid.	Total Stock and Share Capital received.	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.	Total raised by Loans and by Debenture Stock.			
5	5	£ 72,518	—	—	—	—	—	£ 72,518	—	
—	—	700,000	—*	—	—	—	—*	700,000	—	* Loans included in the North-eastern Account.
4½ to 5	5	2,569,904	2,000 42,850 185,387 146,100 75,000	4 4½ 4½ 4½ 5	6,500 338,029	4 4½	790,866	3,360,770	—	
5	5	4,975,000	276,650 371,996 719,280 5,000 209,835 10,000	5 4½ 4½ 4½ 4½ 4	29,060	4½	1,621,821	6,596,821	80,000	† 161,507 shares converted at 20l. each into 3,230,140l. Ordinary Stock, on which dividend is paid.
—	—	58,776	17,956	7	—	—	17,956	76,732	—	
—	—	739,201	94,020 116,317 26,100 132,904 10,000 200	4 4½ 4½ 4½ 4½ 5	—	—	379,541	1,118,742	—	The North Union is leased to the London and North-western and Lancashire and Yorkshire companies, which two companies jointly pay to the North Union proprietors in respect of the share capital of 739,201l. an annual rent of 66,063l. 18s. 0d. or about 8l. 16s. 0½d. per cent. per annum.
—	—	170,000	100 61,104	4½ 5	—	—	61,204	231,204	—	This Account is for the half year ending 30th June 1869.
—	—	140,000	42,277 1,000 2,000	4½ 4½ 5	—	—	45,277	185,277§	—	‡ Shares held by the London and North-western and Manchester, Sheffield, and Lincolnshire Railway Companies. § Exclusive of a further subscription of 14,650l. by each of the two above-named Companies, and 1,399l. 17s. 11d. sundry receipts.
5	5	237,066	108,065	5	2,000	5	110,065	347,131	—	
—	—	858,200	—	—	515,746	5	515,746	1,373,946	—	As per scheme of Arrangement between the Company and their Creditors, prepared by the Directors, in exercise of the powers of "The Railway Companies' Act, 1867," confirmed by an Order made by his Honour the Vice-Chancellor Sir Richard Malins on the 9th day of May 1868, and enrolled in Her Majesty's High Court of Chancery the 13th day of July 1868.

NAME OF COMPANY.	Authorised Capital.			Stock and Share Capital					
	By Shares.	By Loans.	Total.	Ordinary.	Average Rate per cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	Preferential.
	£	£	£	£		£			£
Presteign, Clun, and Bishop's Castle.	No information.								
Preston and Wyre - -	668,000	119,343	787,343	668,000	7l. 17s. 2d. in perpetuity.	—	—	—	—
Redditch - - - -	Worked by the Midland.								
Redruth and Falmouth Junction -	No information.								
Rhondda Valley and Hirwain Junction.	135,000	45,000	180,000	3,796	—	—	—	—	—
Rhymney - - - -	862,000	287,300	1,149,300	190,976	1	90,000	5	5	40,000 72,320 40,592 1,558 151,854* 6,232*
Richmond and Beeth - -	No information.								
Rickmansworth, Amersham, and Chesham.	No information.								
Ringwood, Christchurch, and Bournemouth.	Worked by the London and South-western.								
Ross and Monmouth - -	160,000	53,000	213,000	30,468	—	—	—	—	—
Roydon and Hitchin - -	Leased to the Great Northern.								
Ryde Pier - - - -	95,500	35,000	130,500	58,922	—	—	—	—	—
Ryde Station - - - -	No information.								
Saffron Walden - - -	Worked by the Great Eastern.								
St. Ives and West Cornwall Junction.	No information.								
Salisbury and Dorset Junction -	Worked by the London and South-western.								
Salisbury and Yeovil - -	Leased to the London and South-western.								
Salisbury Railway and Market House.	Worked by the London and South-western.								
Saundersfoot Railway and Harbour	No information.								
Scarborough and Whitby -	No information.								
Seaton and Beer - - -	Worked by the London and South-western.								
Sevenoaks, Maidstone, and Tunbridge.	Worked by the London, Chatham, and Dover.								
Severn and Wye Railway and Canal.	183,000	62,666	245,666	99,561	2½	28,400 1,600	4½ 4	4½ 4	13,535
Severn Junction - - -	420,000	140,000	560,000	—	—	—	—	—	—
Severn Valley - - - -	Leased to the Great Western.								
Shrewsbury and Hereford -	675,000	225,000	900,000	191,480 4,502†	6 4½	385,650	6	6	50,000
Shropshire Union Railways and Canal.	Leased to the London and North-western.								
Sidmouth and Budleigh Salterton	Applied to abandon.								
Sirhowy - - - -	170,000	56,633	226,633	105,000	10	—	—	—	40,000
Sittingbourne and Sheerness -	Leased to the London, Chatham, and Dover.								
Somerset and Dorset - -	1,177,000	439,000	1,616,000	302,011	—	—	—	—	175,880 34,155

Received.			Capital raised by Loans and Debenture Stock.					Total Stock and Share Capital received and Capital raised by Loans and Debenture Stock.	Subscriptions to other Companies.	REMARKS.
Pre-ferential Rate of Dividend.	Rate of Dividend paid.	Total Stock and Share Capital received.	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.	Total raised by Loans and by Debenture Stock.			
		£	£		£		£	£	£	
—	—	668,000	25,143 19,100 4,800 60,600	4 4½ 4½ 4½	—	—	109,643	777,643	—	Leased to the London and North-western and Lancashire and Yorkshire.
—	—	3,796	—	—	—	—	—	3,796	—	
6 5 6 5 6 5	6 5 6 5 6 5	593,532	45,460 46,470 53,070	5 4½ 4½	—	—	145,000	738,532	—	* Calls in advance.
—	—	30,468	—	—	—	—	—	30,468	—	
—	—	58,922	11,000	5	—	—	11,000	69,922	—	
5½	5½	143,096	30,650 1,250	5 4½	—	—	31,900	174,996	—	This account is for the year ending 31st March 1870.
—	—	—	—	—	—	—	—	—	—	
4½	4½	631,632	9,800 19,300 105,515 8,000 50,720	5 4½ 4½ 4½ 4	35,565	4	223,900	855,532†	5,000	† Received also 8,161L Profit on Sale of Forfeited Shares, and 89L 0s. 6d. Interest on Calls over-due, &c. ‡ Payments in advance of Calls.
5	5	145,000	48,300	5	—	—	48,300	193,300	—	
5 4½	— —	512,046	7,950 328,710 1,100 500 470	4½ 5 6 6½ 7	—	—	338,780	850,776§	12,000	§ Add to this amount 326,068L 15s. 5d. received by way of Advances, repayment of which is guaranteed by Directors.

NAME OF COMPANY.		Authorised Capital.			Stock and Share Capital					
		By Shares.	By Loans.	Total.	Ordinary.	Average Rate per cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	Preferential.
		£	£	£	£		£			£
South Devon - - -		2,712,209	818,966	3,531,175	1,498,300	2½	*295,512	5	5	82,420 403,795
Leased to, or worked by, the South Devon.	Dartmouth and Torbay -	175,000	58,300	233,300	71,044	—	—	—	—	—
	Launceston and South Devon	155,200	90,000	245,200	149,180	¾	—	—	—	2,540
	Moretonhampstead and South Devon. See also the "West Cornwall."	105,000	35,000	140,000	101,731	—	—	—	—	—
South Eastern - - -		14,786,230	4,928,744	19,714,974	5,168,129 1,234,460 Preferred 1,234,460 Deferred.	3¼ 6 10s.	481,300 †800,000	4½	4½ 5½	2,742,951 1,934,110
London and Greenwich -		760,000	233,833	993,833	550,000	2l. 14s. 2d.	—	—	—	209,987
South Essex - - -		310,000	103,300	413,300	—	—	—	—	—	—
South Northumberland - -		60,000	20,000	80,000	—	—	—	—	—	—
Southsea - - -		No information.			—	—	—	—	—	—
South Wales and Great Western Direct.		1,800,000	600,000	2,400,000	—	—	—	—	—	—
South Wales Mineral - -		145,000	48,000	193,000	10,930 44,680	5½ —	—	—	—	20,000 57,294
South Yorkshire and River Don -		Leased to the Manchester, Sheffield, and Lincolnshire.				—	—	—	—	—
Spilsby and Firsby - -		25,000	8,333	33,333	25,000	—	—	—	—	—
Stafford and Uttoxeter - -		—	—	—	—	—	—	—	—	—
Staines, Wokingham, and Woking		Leased to the London and South-western.				—	—	—	—	—
Stamford and Essendine -		140,000	46,000	186,000	119,909	—	—	—	—	3,500 15,000
Stokes Bay Railway and Pier -		Worked by the London and South-western.				—	—	—	—	—
Stonehouse and Nailsworth -		Leased to the Midland.				—	—	—	—	—
Stony Stratford - - -		No information.				—	—	—	—	—
Stourbridge - - -		Worked by the Great Western.				—	—	—	—	—
Stratford-upon-Avon - -		Worked by the Great Western.				—	—	—	—	—
Sunningdale and Cambridge Town		Powers expired.				—	—	—	—	—
Swansea and Aberystwith Junction		No information.				—	—	—	—	—

Received.			Capital raised by Loans and Debenture Stock.					Total Stock and Share Capital received and Capital raised by Loans and Debenture Stock.	Subscriptions to other Companies.	REMARKS.
Preferential Rate of Dividend.	Rate of Dividend paid.	Total Stock and Share Capital received.	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.	Total raised by Loans and by Debenture Stock.			
5 4½	5 4½	£ 2,281,027	£ 3,700 60,895 343,975 16,380 152,605	4 4½ 4½ 4½ 5	£ 130,860 58,225	4 5	£ 766,640	£ 3,046,667	£ 109,250	*Rent-charges and annuities.
—	—	71,044	50 1,000 57,250	4½ 4½ 5	—	—	58,300	†129,344	—	†Add to this amount 30ℓ. received for surplus lands, and 132ℓ. 10s. for forfeited shares.
5	5	151,720	1,700 21,390 61,440	4½ 4½ 5	—	—	84,530	236,250	—	
—	—	101,731	35,000	5	—	—	85,000	136,731	—	
5 4½	5 4½	13,595,410	392,063 228,592 1,080,618 258,923 1,101,141	4 4½ 4½ 4½ 5	67,980 1,500 1,770,619	4 4½ 5	4,901,436	18,496,846	—	This account is for the year ending 31st January 1870. †Annuities.
5	5	759,987	192,600 25,000 10,000	4 4½ 5	—	—	227,600	987,587	—	150,000ℓ. of the ordinary stock being raised at 6ℓ. 10s. per 20ℓ. share makes the nominal amount 861,540ℓ., on which the dividend of 2ℓ. 14s. 2d. is paid. 60,000ℓ. of the preference capital being raised at 16ℓ. 10s. per 20ℓ. share makes the nominal amount 222,520ℓ., on which the 5 per cent. is paid.
—	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	—	—	A Warrant granting the abandonment of this undertaking, was issued the 13th June 1870.
6 6	6 —	132,904	46,700 1,300	5 6	—	—	48,000	180,904	—	The Glyncorrwg Coal Company, Limited, are holders of 4,375 ordinary shares and 3,000 preference shares in the railway, and members of the Coal Company, as individuals, and persons claiming under them, are also holders of 3,316 preference shares, and upon these holdings no interest has hitherto been received or paid by the Railway Company.
—	—	25,000	—	—	—	—	—	25,000	—	
—	—	—	—	—	—	—	—	—	—	No meetings are held, nor accounts published, by this Company. The Company is in Chancery.
5 5	5 Nil.	138,409	21,000	5	—	—	21,000	159,409	—	

NAME OF COMPANY.	Authorised Capital.			Stock and Share Capital						
	By Shares.	By Loans.	Total.	Ordinary.	Average Rate per cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	Pre-ferential.	
	£	£	£	£		£			£	
Swansea Vale - - -	385,000	111,600	446,600	127,735 2,523*	1	—	—	—	73,640 12,160 17,800	
Taff Vale - - -	1,400,000	437,000	1,837,000	877,300 139,620	9½ 9¼	—	—	—	165,000 66,775 53,225	
Leased to, or worked by, the Taff Vale.	Aberdare - - -	50,000	16,600	66,600	50,000	10	—	—	—	
	Cowbridge - - -	No information.								
	Dare Valley - - -	35,000	11,500	46,500	—	—	35,000	5†	5	
	Llantrissant and Taff Vale Junction.	181,000	60,000	241,000	—	—	73,826	5†	5	
	Penarth Harbour, Dock, and Railway.	622,000	207,000	829,000	533,000	4	—	—	—	
Talacre Pier and Harbour -	150,000	50,000	200,000	—	—	—	—	—	—	
Talyllyn - - -	15,000	5,000	20,000	15,000	—	—	—	—	—	
Tamar, Kit Hill, & Callington -	No information.									
Tees Valley - - -	50,000	16,600	66,600	46,056	—	—	—	—	—	
Teign Valley - - -	31,000	79,000	110,000§	19,510	—	—	—	—	—	
Teme Valley - - -	350,000	116,000	466,000	8,234	—	—	—	—	—	
Tenbury and Bewdley - -	Worked by the Great Western.									
Tendring Hundred - -	Worked by the Great Eastern.									
Tendring Hundred Extension -										
Tewkesbury and Malvern -	Worked by the Midland.									
Thetford and Watton - -	45,000	15,000	60,000	24,370	—	—	—	—	—	
Thorpe and Great Clacton Rail- way and Pier.	No information.									
Tiverton and North Devon -	No information.									
Torbay and Brixham - -	18,000	6,000	24,000	18,000	—	—	—	—	—	
Tottenham and Hampstead Junc- tion.	510,000	169,866	679,866	273,170	—	—	—	—	—	
Tower Subway - - -	12,000	4,000	16,000	10,800	—	—	—	—	—	

Received.			Capital raised by Loans and Debenture Stock.					Total Stock and Share Capital received and Capital raised by Loans and Debenture Stock.	Subscriptions to other Companies.	REMARKS.
Preferential Rate of Dividend.	Rate of Dividend paid.	Total Stock and Share Capital received.	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.	Total raised by Loans and by Debenture Stock.			
6 5 4	6 5 4	£ 233,858	£ 82,900	5	—	—	£ 82,900	£ 316,758	—	*Paid upon original shares (forfeited).
5 5 4½	9½ 5 4½	1,301,920†	160,266 131,493 72,414 8,600 23,810	4 4½ 4½ 4½ 5	40,417	4	437,000	1,738,920†	5,000	†Less :— Capitalised Interest- £ 78,000 Discount - - 30,000 108,000 Less Premiums } £ s. d. received on } 34,196 1 11 shares sold - } £ 73,808 18 1
—	—	50,000	11,600 1,750 1,000 2,250	4 4½ 4½ 5	—	—	16,600	66,600	—	
—	—	35,000	2,000 9,500	5 † 4½†	—	—	11,500	46,500	—	†Guaranteed by the Taff Vale Company, who also pay the Interest on the Loans.
—	—	73,326	6,150 6,850	4 † 4½†	—	—	13,000	86,326	—	
—	—	533,000	31,000 24,000 35,600 30,000 86,400	4 4½ 4½ 4½ 5	—	—	207,000	740,000	—	
—	—	—	—	—	—	—	—	—	—	
—	—	15,000	—	—	—	—	—	15,000	—	This Account is for the year ending 31st March 1870.
—	—	46,056	—	—	—	—	—	46,056	—	
—	—	19,510	—	—	5,500	5	5,500	25,010	—	§ As modified by a Scheme of Arrangement with the Company's Creditors, under the "Railway Companies' Act, 1867," confirmed by and enrolled in the Court of Chancery, 22nd November 1867.
—	—	8,234	—	—	—	—	—	8,234	—	This Account is for the half year ending 30th June 1869.
—	—	24,370	—	—	—	—	—	24,370	—	
—	—	18,000	6,000	5	—	—	6,000	24,000	—	This Account is for the half year ending 30th June 1869.
—	—	273,170	53,300	5	—	—	53,300	326,470	—	
—	—	10,800	4,000	6	—	—	4,000	14,800	—	

NAME OF COMPANY.	Authorised Capital.			Stock and Share Capital					
	By Shares.	By Loans.	Total.	Ordinary.	Average Rate per cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	Preferential.
	£	£	£	£		£			£
Trent, Ancholme, and Grimsby -	180,000	60,000	240,000	120,000 60,000*	1½	—	—	—	—
Uxbridge and Rickmansworth -	113,000	37,300	150,300	18,310	—	—	—	—	—
Vale of Crickhowell -	No information.								
Vale of Llangollen -	Worked by the Great Western.								
Vale of Towy -	60,000	18,000	78,000	54,882	5	—	—	—	—
Victoria Station and Pimlico -	412,500	137,500	550,000	225,000	9	—	—	—	130,000
Wainfleet and Firsby -	No information.								
Wallingford and Watlington -	Worked by the Great Western.								
Wantage and Great Western Junction.	No information.								
Watford and Rickmansworth -	Worked by the London and North-western.								
Watlington and Princes Risborough.	No information.								
Watton and Swaffham -	No information.								
Weedon and Daventry -	No information.								
Wellington and Drayton -	Worked by the Great Western.								
Wellington and Severn Junction -	Leased to the Great Western.								
Wenlock -	Leased to the Great Western.								
West Bromwich and Walsall -	100,000	33,300	133,300	—	—	—	—	—	—
West Cornwall -	406,900	165,000	571,900	346,900	2¼	—	—	—	39,000
West London -	210,000	65,000	275,000	116,000	—	—	—	—	47,300
West London Extension -	555,000	185,000	740,000	532,500	—	—	—	—	—
West Norfolk Junction -	Worked by the Great Eastern.								
West Somerset -	Leased to the Bristol and Exeter.								
West Somerset Mineral -	75,000	30,000	105,000	42,500	5	—	—	—	32,500
West Sussex Junction -	Applied to abandon.								
Weymouth and Portland -	75,000	25,000	100,000	75,000	4½	—	—	—	—
Whitby, Redcar, and Middlesborough Union.	250,000	83,300	333,300	—	—	—	—	—	—
Whitehaven, Cleator, and Egremont.	288,000	95,600	383,600	240,000	10	—	—	—	43,000
Whitland and Taff Vale -	No information.								
Wilts and Gloucestershire -	243,000	81,000	324,000	13,766	—	—	—	—	—

Received.			Capital raised by Loans and Debenture Stock.					Total Stock and Share Capital received and Capital raised by Loans and Debenture Stock.	Subscriptions to other Companies.	REMARKS.
Preferential Rate of Dividend.	Rate of Dividend paid.	Total Stock and Share Capital received.	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.	Total raised by Loans and by Debenture Stock.			
—	—	£ 180,000	£ 27,390 16,220 16,390	4½ 4½ 5	—	—	£ 60,000	£ 240,000*	—	*Subscribed by the Manchester, Sheffield, and Lincolnshire and South Yorkshire Railway Companies, who have also each advanced 25,000 <i>l.</i> in addition, and which is not included in the 240,000 <i>l.</i>
—	—	18,310	—	—	—	—	—	18,310	—	
—	—	54,882	8,480 9,520	5 4½	—	—	18,000	72,882	—	This railway is leased to the Llanelly and London and North-western Railway Companies.
4½	4½	355,000	—	—	132,322	4	132,322	487,322	—	Rented by the London, Brighton, and South Coast, London, Chatham, and Dover, and Great Western Railway Companies.
—	—	—	—	—	—	—	—	—	—	
5	5	385,900	165,000	4½	—	—	165,000	550,900	—	This Railway is leased to the Great Western, Bristol and Exeter, and South Devon Railway Companies.
—	—	163,200	—	—	—	—	—	163,200	—	The line is leased to the London and North-western and Great Western Companies.
—	—	532,500	14,800 33,110 28,600	4½ 4½ 5	—	—	76,510	609,010	—	The line is used by the Great Western, London and North-western, London and South-western, and London, Brighton, and South Coast Companies.
6	6	75,000	16,100	5	5,400	5	21,500	96,500	—	
—	—	75,000	18,400	4½	6,600	4½	25,000	100,000	—	Leased to the Great Western and London and South-western Railway Companies.
—	—	—	—	—	—	—	—	—	—	
5	5	283,009	850 52,420 42,330	4 4½ 4½	—	—	95,600	378,609	—	
—	—	13,766	—	—	—	—	—	13,766	—	

NAME OF COMPANY.	Authorized Capital.			Stock and Share Capital					
	By Shares.	By Loans.	Total.	Ordinary.	Average Rate per cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	Preferential.
	£	£	£	£		£			£
Wiltshire - - -	No information.								
Witney - - -	Worked by the Great Western.								
Wivenhoe and Brightingsea -	Worked by the Great Eastern.								
Wolverhampton and Walsall -	195,000	64,900	259,900	116,905	—	—	—	—	—
Worcester, Bromyard, and Leominster.	200,000	66,500	266,500	108,275	—	—	—	—	—
Worcester, Dean Forest, and Monmouth.	150,000	50,000	200,000	37,567	—	—	—	—	—
Wrexham and Minera - -	No Accounts.								
Wrexham, Mold, and Connah's Quay.	927,000	288,200	1,215,200	262,583	—	—	—	—	75,000
Buckley - - -	90,000	30,000	120,000	38,572	—	—	—	—	30,000
Wye Valley - - -	No information.								•
TOTAL ENGLAND AND WALES - } £	370,830,715	133,722,679	504,553,394	190,233,250	—	18,131,450	—	—	108,847,892

Received.			Capital raised by Loans and Debenture Stock.					Total Stock and Share Capital received and Capital raised by Loans and Debenture Stock.	Subscriptions to other Companies.	REMARKS.
Pre-ferential Rate of Dividend	Rate of Dividend paid.	Total Stock and Share Capital received.	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.	Total raised by Loans and by Debenture Stock.			
		£	£		£		£	£	£	
—	—	116,905	32,100	5	—	—	32,100	149,005	—	
—	—	108,275	—	—	—	—	—	108,275	—	
—	—	37,567	—	—	—	—	—	37,567	—	
5	—	337,583	116,550	5	18,696	—	135,246	473,829	—	
5	—	58,572	20,000	5	—	—	20,000	78,572	—	
—	—	317,312,592	32,800,707	—	30,759,559	—	113,560,266	430,772,858	12,323,116	

SCOTLAND. - - - - -

RETURN of the authorised SHARE and LOAN CAPITAL of each RAILWAY COMPANY, and of the SUMS

NAME OF COMPANY.	Authorised Capital.			Stock and Share Capital					
	By Shares.	By Loans.	Total.	Ordinary.	Average Rate per cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	Preferential.
	£	£	£	£		£			£
Aboyne and Braemar - - -	Worked by the Great North of Scotland.								
Alyth - - - - -	Leased to the Caledonian.								
Arbroath and Forfar - - -	Leased to the Caledonian.								
Ayr and Maybole Junction - -	Worked by the Glasgow and South-western.								
Berwickshire - - - - -	Worked by the North British.								
Blane Valley - - - - -	Worked by the North British.								
Broxburn - - - - -	8,000	2,600	10,600	4,544	—	—	—	—	—
Busby - - - - -	Worked by the Caledonian.								
Caithness - - - - -	No information.								
Caledonian - - - - -	17,965,515	5,970,988	23,936,503	4,734,434	3½	156,355	8	8	150,000
				Caledonian.		240,000	7½	7½	365,516
				830,000	4	1,141,333	6¼	6¼	1,430,600
				Aberdeen.		60,000	6	6	2,487,759
				600,000	6l. 11s. 10d.	595,547	5	5	159,369
				Scottish		600,000	4½	4½	456,000
				Midland.		125,000	3½	3½	136,826
				200,000	10l. 2s. 9d.	799,412	3	3	52,838
				Dundee and Arbroath.					
				1,112,122	7				
				Scottish Central.					
Alyth - - - - -	33,000	11,000	44,000	28,723	1½	—	—	—	2,950
Arbroath and Forfar - - -	250,000	16,666	266,666	184,350	6	40,000	5	6	—
Busby - - - - -	105,000	35,000	140,000	42,750	—	—	—	—	43,600
Glasgow, Barrhead, and Neilston Direct.	275,000	—	275,000	150,000	4½	—	—	—	—
				125,000	3½	—	—	—	—
Glasgow, Garnkirk, and Coatbridge.	156,355	—	156,355	156,355	8	—	—	—	—
Greenock and Wemyss Bay -	150,000	50,000	200,000	90,310	—	—	—	—	30,000
Lesmahagow - - - - -	105,700	—	105,700	60,000	6	—	—	—	—
				45,700	5	—	—	—	—
Montrose and Bervie - - -	70,000	23,000	93,000	70,000	—	—	—	—	—
Portpatrick - - - - -	552,000	184,000	736,000	435,265	1½	—	—	—	—
Callander and Oban - - -	600,000	200,000	800,000	194,652	—	—	—	—	—

Leased to, or worked by, the Caledonian.

SCOTLAND.

received in respect of their ORDINARY CAPITAL, on 31st December 1869.

Received.			Capital raised by Loans and Debenture Stock.					Total Stock and Share Capital received and Capital raised by Loans and Debenture Stock.	Subscriptions to other Companies.	REMARKS.
Pre-ferential Rate of Dividend.	Rate of Dividend paid.	Total Stock and Share Capital received.	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.	Total raised by Loans and by Debenture Stock.			
		£	£		£		£	£	£	
—	—	4,544	—	—	—	—	—	4,544	—	
7	7	16,433,111	500	5	543,461	4	5,498,031	21,931,142	353,387	This is for the year ending 31st January 1870.
6	6		497,169	4½						
5	5		45,053	4½						
4½	4½		4,346,608	4						
4½	4½		58,539	3½						
4	4		6,701	3½						
3½	3½									
8	3									
5	5	31,673	2,200	5	—	—	11,000	42,673	—	
			8,800	4½						
—	—	224,350	5,100	4	—	—	5,100	229,450	—	This is for the year ending 7th March 1870.
5	4½	86,350	14,750	4½	—	—	20,000	106,350	—	This is for the year ending 31st January 1870.
			2,300	4½						
			2,950	5						
—	—	275,000	—	—	—	—	—	275,000	—	
—	—	156,355	—	—	—	—	—	156,355	—	
5	—	120,310	8,606	5	—	—	34,392	154,702	—	This is for the year ending 31st January 1870.
			200	4½						
			25,586	4½						
—	—	105,700	—	—	—	—	—	105,700	—	This is for the year ending 31st January 1870.
—	—	70,000	8,000	3	—	—	19,500	89,500	—	This is for the year ending 31st January 1870.
			11,500	5						
—	—	435,265	49,790	3½	—	—	103,191	538,456	—	This is for the year ending 31st January 1870.
			3,340	4½						
			82,061	4½						
			11,000	4½						
			5,400	5						
			1,600	Bank deposit rates.						
—	—	194,652	—	—	—	—	—	194,652	—	This is for the year ending 31st January 1870.

NAME OF COMPANY.	Authorised Capital.			Stock and Share Capital					
	By Shares.	By Loans.	Total.	Ordinary.	Average Rate per cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	Preferential.
	£	£	£	£		£			£
<i>Carlisle and Silloth Bay</i> - -	<i>Leased to the North British.</i>								
<i>City of Glasgow Union</i> - -	1,110,000	370,000	1,480,000	600,000	—	—	—	—	210,513
<i>Deeside</i> - - -	<i>Leased to the Great North of Scotland.</i>								
<i>Deeside Extension</i> - -									
<i>Devon Valley</i> - - -	<i>Worked by the North British.</i>								
<i>Dingwall and Skye</i> - -	400,000	133,300	533,300	112,995	—	—	—	—	—
<i>Dundee and Newtyle</i> - -	140,000	—	140,000	82,990	—	—	—	—	—
<i>Edinburgh and Bathgate</i> - -	<i>Leased to the North British.</i>								
<i>Esk Valley</i> - - -	<i>Leased to the North British.</i>								
<i>Findhorn</i> - - -	<i>Worked by the Highland.</i>								
<i>Forth and Clyde Junction</i> -	192,000	64,000	256,000	106,373	—	—	—	—	58,782 4,520 16,480
<i>Girvan and Portpatrick Junction</i>	250,000	83,300	333,300	—	—	—	—	—	
<i>Glasgow and Milngavie Junction</i> -	<i>Worked by the North British.</i>								
<i>Glasgow and South-western</i> -	6,015,100	1,703,400	7,718,500	599,950	5½	156,250	5	5½	568,548
				3,131,740	5½	663,110	Minimum. 5	5	286,000
									25,000 71,864*
Leased to, or worked by, the Glasgow and South-western. { <i>Ayr and Maybole Junction.</i>	34,500	10,500	45,000	34,500	5½	—	—	—	—
{ <i>Kilmarnock and Troon</i> -	95,000	—	95,000	40,000	8½	—	—	—	—
<i>Glasgow, Barrhead, and Neilston Direct.</i>	<i>Leased to the Caledonian.</i>								
<i>Glasgow, Garnkirk, and Coatbridge.</i>	<i>Leased to the Caledonian.</i>								
<i>Great North of Scotland</i> - -	2,554,443	864,919	3,419,362	862,655 106,416	NIL 2½	—	—	—	291,090 243,484 13,810 482,050 218,030
Leased to, or worked by, the Great North of Scotland. { <i>Aboyne and Braemar</i> -	66,000	22,000	88,000	38,250	1	—	—	—	—
{ <i>Deeside</i> - - -	140,250	43,400	183,650	116,227	7½	—	—	—	23,825
{ <i>Deeside Extension</i> - -	80,000	26,600	106,600	79,844	3½	—	—	—	—
{ <i>Morayshire</i> - - -	139,700	46,433	186,133	57,887	—	—	—	—	55,340
<i>Greenock and Ayrshire</i> - -	500,000	166,600	666,600	350,000	—	—	—	—	64,578
<i>Greenock and Wemyss Bay</i> -	<i>Worked by the Caledonian.</i>								

Received.			Capital raised by Loans and Debenture Stock.					Total Stock and Share Capital received and Capital raised by Loans and Debenture Stock.	Subscriptions to other Companies.	REMARKS.
Preferential Rate of Dividend.	Rate of Dividend paid.	Total Stock and Share Capital received.	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.	Total raised by Loans and by Debenture Stock.			
		£	£		£		£	£	£	
5	—	810,513	107,730 4,800 22,700	4 4½ 4½	—	—	135,230	945,743	—	This is for the year ending 31st January 1870.
—	—	112,995	—	—	—	—	—	112,995	—	This is for the year ending 31st August 1869.
—	—	82,990	—	—	—	—	—	82,990	—	
5 5 6	3½ — —	186,155	46,164 15,536 2,300	5 4½ 4½	—	—	64,000	250,155	—	This is for the year ending 31st January 1870.
—	—	—	—	—	—	—	—	—	—	
5 5 Minimum. 4 —	5 5½ 4 4	5,502,462	120,783 8,600 1,354,779 21,000 67,200	4½ 4½ 4 3½ 3½	52,943	4	1,625,305	7,127,767	803,500	This is for the year ending 31st January 1870. * Calls in advance.
—	—	34,500	7,000 3,100 400	4 4½ 4½	—	—	10,500	45,000	—	This is for the year ending 31st January 1870.
—	—	40,000	—	—	—	—	—	40,000	—	This is for the year ending 2nd August 1869.
5 5 4½ 4½ 4½	12 11s. 0d. 5 4½ 12 8s. 0d. NIL.	2,217,535†	2,500 102,117 33,147 330,391 87,408 302,596	3 4 4½ 4½ 4½ 5	11,915	4	860,074	3,077,609	23,151	This is for the year ending 31st January 1870. † Of this amount, 47,061l. 4s. has been issued in security, and held for Guarantors' Obligations.
—	—	38,350	—300 21,700	4½ 5	—	—	22,000	60,250	—	This is for the year ending 31st January 1870.
4½	4½	140,052	26,155 20,245	4 4½	—	—	43,400	183,452	15,000	This is for the year ending 31st August 1869.
—	—	79,644	19,632 4,668	4 4½	—	—	24,300	103,944	—	This is for the year ending 31st August 1869.
—	—	113,327	100 —600 5,780 31,050 600	4 4½ 4½ 5 6	—	—	33,130	151,357	—	This is for the year ending 30th September 1869.
4½	4½	414,578	33,836 82,118	4½ 4½	—	—	115,949	530,527	—	This is for the year ending 31st January 1870.

NAME OF COMPANY.	Authorised Capital.			Stock and Share Capital						
	By Shares.	By Loans.	Total.	Ordinary.	Average Rate per cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	Preferential.	
Highland - - -	£ 2,279,000	£ 700,880	£ 2,979,880	£ 1,034,035	2½	£ —	—	—	£ 76,000 59,080 44,970 395,245 110,000 298,210 100,000	
Findhorn - - -	9,000	3,000	12,000	8,963	—	—	—	—	—	
Kilmarnock and Troon - -	Leased to the Glasgow and South-western.									
Leslie - - -	Worked by the North British.									
Leven and East of Fife - -	130,000	43,300	173,300	37,000 35,000	9 3½	—	—	—	44,130	
Leamington - - -	Leased to the Caledonian.									
Montrose and Bervie - -	Worked by the Caledonian.									
Morayshire - - -	Worked by the Great North of Scotland.									
Newport - - -	46,000	15,300	61,300	—	—	—	—	—	—	
North British - - -	17,008,085	7,408,607	24,416,692	2,758,932 98,222 1,327,266	— — —	55,000 391,591 1,388,848 2,950 450,000	6 5½ 5 4½ 4	6 5½ 5 4½ 4	562,379 150,000 2,506,853 2,419,572 46,660 691,581 44,360 2,880 47,534 123,307 121,247 1,1107	
Berwickshire - - -	130,000	43,300	173,300	126,487	3 4	—	—	—	—	
Blane Valley - - -	75,000	25,000	100,000	32,990	—	—	—	—	30,210	
Carlisle and Silloth Bay - -	240,000	25,000	265,000	163,139	—	—	—	—	75,000	
Devon Valley - - -	100,000	25,063	125,063	39,748	—	—	—	—	60,000	
Edinburgh and Bathgate - -	250,000	83,000	333,000	189,000	5	—	—	—	—	
Esk Valley - - -	27,000	9,000	36,000	14,727	—	—	—	—	—	
Glasgow and Milngavie Junction.	30,000	10,000	40,000	18,720	2	—	—	—	—	
Leslie - - -	47,000	14,500	61,500	22,796	2½	—	—	—	9,120	

Leased to, or worked by, the North British.

Leased to, or worked by, the North British.

Received.			Capital raised by Loans and Debenture Stock.					Total Stock and Share Capital received and Capital raised by Loans and Debenture Stock.	Subscriptions to other Companies.	REMARKS.
Pre-ferential Rate of Dividend.	Rate of Dividend paid.	Total Stock and Share Capital received.	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.	Total raised by Loans and by Debenture Stock.			
6 6 minimum 5 4½ 4½ 5 5	6 6 5 4½ Nil. 5 Nil.	£ 2,117,540*	£ 4,627 504,801 4,600 185,971	5 4½ 4½ 4	£ 150 560	4 4½	£ 700,709	£ 2,818,249	£ 30,000	This is for the year ending 28th February 1870. *Including 524,000 <i>l.</i> issued in security.
—	—	8,962	1,750	4½	—	—	1,750	10,712	—	This is for the year ending 31st August 1869.
4½	4½	116,130	14,870 9,000 12,930	4 4½ 4½	—	—	37,300	153,480	—	This is for the year ending 31st January 1870.
—	—	—	—	—	—	—	—	—	—	—
6 5½ 5 4½ minimum 4½ 4 3½ 5 5 — —	6 5½ 5 1 <i>l.</i> 7 <i>s.</i> 3 <i>d.</i> 4½ 4½ 3½ Nil. Nil. 5 — —	13,190,267	4,000 1,800 1,400,368 769,198 1,633,554 4,000 1,045,637	3½ 3½ 4 4½ 4½ 4½ 5	45,000 122,147 539,758 400,679 611,077 47,394	3½ 4 4½ 5 4 5	6,624,612	19,814,879	489,054	This is for the year ending 31st January 1870. †Received in advance.
—	—	126,487	3,760 11,400 6,100 11,800	4 4½ 4½ 4½	—	—	33,060	159,547	—	This is for the year ending 31st January 1870. †This sum has been reduced by 240 <i>l.</i> , being 20 years' purchase of a ground annual of 12 <i>l.</i> a year granted by the Company, and which falls to be deducted from the Loan Capital according to 23 & 24 Vict. c. 106. s. 5.
4½	2	63,200	8,200	5	—	—	8,200	71,400	—	This is for the year ending 31st January 1870.
5	½	238,189	7,800 17,179	4½ 5	—	—	24,979	263,118	—	This is for the year ending 31st March 1870.
4	—	99,748	—	—	—	—	—	99,748	—	This is for the year ending 31st January 1870.
—	—	189,000	81,800 10,000 22,650	4 4½ 4½	—	—	63,950	252,950	—	This is for the year ending 31st January 1870.
—	—	14,727	7,710 1,390	4½ 5	—	—	9,000	23,727	—	This is for the year ending 31st January 1870.
—	—	18,720	9,830	4½	—	—	9,830	28,550	—	This is for the year ending 31st January 1870.
5	5	31,916	13,300 350	4½ 4	—	—	18,650	45,566	—	This is for the year ending 31st January 1870.

NAME OF COMPANY.	Authorised Capital.			Stock and Share Capital					
	By Shares.	By Loans.	Total.	Ordinary.	Average Rate per cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	Preferential.
	£	£	£	£		£			£
North British—continued. Peebles - - -	97,000	32,000	129,000	70,000	6½	—	—	—	27,000
Port Carlisle Dock and Railway.	70,600	73,537	144,137	70,600	1½	—	—	—	—
St. Andrews - - -	27,000	7,000	34,000	21,000	6	—	—	—	—
Peebles - - -	<i>Leased to the North British.</i>								
Port Carlisle Dock and Railway -	<i>Leased to the North British.</i>								
Port Patrick - - -	<i>Worked by the Caledonian.</i>								
St. Andrews - - -	<i>Worked by the North British.</i>								
Solway Junction - - -	380,000	126,600	506,600	224,760	—	—	—	—	60,000
Sutherland - - -	210,000	70,000	280,000	90,665	—	—	—	—	—
TOTAL SCOTLAND - £	53,143,248	18,742,793	71,886,041	21,767,881	—	6,865,396	—	—	16,055,795

Received.			Capital raised by Loans and Debenture Stock.					Total Stock and Share Capital received and Capital raised by Loans and Debenture Stock.	Subscriptions to other Companies.	REMARKS.
Pre-ferential Rate of Dividend.	Rate of Dividend paid.	Total Stock and Share Capital received.	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.	Total raised by Loans and by Debenture Stock.			
5	5	£ 97,000	£ 8,850 28,150	4½ 4	—	—	£ 32,000	£ 129,000	—	This is for the year ending 31st January 1870.
—	—	70,600	—	—	73,537	3	73,537	144,137	—	This is for the year ending 31st January 1870.
—	—	21,000	5,300	4	—	—	5,300	26,300	—	This is for the year ending 31st January 1870.
5	—	284,760	400 100,277 14,220	4½ 5 6	—	—	114,897	399,657	—	
—	—	90,665	53,812 6,100	4½ 5	—	—	59,912	150,577	—	This is for the year ending 31st August 1869.
—	—	44,689,072	13,994,167	—	2,448,621	—	16,442,788	61,181,860	1,714,092	

IRELAND.

RETURN of the authorised SHARE and LOAN CAPITAL of each RAILWAY COMPANY, and

NAME OF COMPANY.	Authorised Capital.			Stock and Share Capital					
	By Shares.	By Loans.	Total.	Ordinary.	Average Rate per cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	Preferential.
Athenry and Ennis Junction -	£ 230,000	£ 76,600	£ 306,600	£ 95,420	—	£ —	—	—	£ 86,590
Athenry and Tuam - -	<i>Leased to the Midland Great Western of Ireland.</i>								
Banbridge Extension - -	90,000	30,000	120,000	51,114	—	—	—	—	—
Banbridge Junction - -	<i>Leased to the Dublin and Belfast Junction.</i>								
Banbridge, Lisburn, and Belfast -	<i>Leased to the Ulster.</i>								
Belfast and County Down -	515,000	166,666	681,666	235,950	$\frac{1}{2}$	—	—	—	220,600 11,050
Belfast and Northern Counties -	910,000	323,833	1,233,833	557,827	5	—	—	—	160,000 134,500
Worked by the Belfast and Northern Counties.	Carrickfergus and Larne -	125,000	41,500	166,500	82,731	—	—	—	—
	Londonderry and Coleraine.	325,775	262,763	588,538	322,385	—	—	—	—
Belfast Central - -	450,000	150,000	600,000	139,543 63,772 in advance.	—	—	—	—	—
Belfast, Holywood, and Bangor -	300,000	169,000	469,000	132,306	—	—	—	—	79,220
Bray and Enniskerry - -	<i>Powers expired.</i>								
Carrickfergus and Larne - -	<i>Worked by the Belfast and Northern Counties.</i>								
Central Ireland Railways Committee.	<i>See Kilkenny Junction and Waterford and Central Ireland.</i>								
Clonmel, Lismore, and Dungarvan	<i>No accounts.</i>								
Cork and Bandon - -	338,000	88,000	426,000	175,241	—	—	—	—	48,000 29,593
Cork and Kinsale Junction -	<i>No information.</i>								
Cork and Kinsale Junction -	<i>Worked by the Cork and Bandon.</i>								
Cork and Limerick Direct	<i>Worked by the Great Southern and Western of Ireland.</i>								

IRELAND.

of the SUMS received in respect of their ORDINARY CAPITAL, on 31st December 1869.

Received.			Capital raised by Loans and Debenture Stock.					Total Stock and Share Capital received and Capital raised by Loans and Debenture Stock.	Subscriptions to other Companies.	REMARKS.
Preferential Rate of Dividend	Rate of Dividend paid.	Total Stock and Share Capital received.	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.	Total raised by Loans and by Debenture Stock.			
5	—	£ 182,010	£ 76,600	5	—	—	£ 76,600	£ 258,610*	—	* Received also 812 <i>l.</i> 5 <i>s.</i> 10 <i>d.</i> , Interest on Calls, and 145 <i>l.</i> Calls paid on Forfeited Shares.
—	—	51,114	—	—	—	—	—	51,114	—	The affairs of the Company have been in bankruptcy since 11th April 1865.
5 4½	5 4½	467,600	9,000 16,790 685 8,450 128,799†	5 4½ 4½ 4½ 3½	—	—	158,724	626,324†	25,704	† Also received on Forfeited Shares 22,260 <i>l.</i> 14 <i>s.</i> 6 <i>d.</i> , and 7,793 <i>l.</i> 6 <i>s.</i> 8 <i>d.</i> for Interest on Calls in arrear, &c. ‡ Treasury Loan. This is for the year ending 31st January 1870.
4 4½	4 4½	852,327	22,622 1,450 179,903 5,000 56,575 18,650	4 4½ 4½ 4½ 4½ 4½	285	4	284,485	1,136,812	12,500	
—	—	82,731	5,825 2,500 30,185	4½ 4½ 5	—	—	38,510	121,241	—	
—	—	322,385	60,000 95,768 68,089 38,175	5 4 8 2½	—	—	257,027	579,412§	—	§ Received also on Forfeited Shares 53,065 <i>l.</i> 19 <i>s.</i> 1 <i>d.</i> , Interest on Calls 5,242 <i>l.</i> 11 <i>s.</i> 3 <i>d.</i> and 167 <i>l.</i> 5 <i>s.</i> 9 <i>d.</i> for sundries.
—	—	208,315	100,000	5	—	—	100,000	808,315	—	
5	—	211,528	38,000	5	—	—	38,000	249,528	—	
5½ 4	5½ 4	252,834	8,646 6,782 1,000 46,500 1,300 11,575	6 5½ 5½ 5 4½	—	—	75,703	328,537	—	4 per cent. declared, for which Deferred Warrants were issued.

NAME OF COMPANY.	Authorised Capital.			Stock and Share Capital					
	By Shares.	By Loans.	Total.	Ordinary.	Average Rate per cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	Preferential.
Cork and Macroom Direct -	£ 120,000	£ 50,000	£ 170,000	£ 75,806	—	£ —	—	—	£ 6,500
Cork, Blackrock, and Passage -	133,000	43,330	176,330	118,340	2½	—	—	—	—
Downpatrick and Newry - -	No information.								
Downpatrick, Dundrum, and Newcastle.	60,000	20,000	80,000	32,760	—	—	—	—	—
Dublin and Antrim Junction -	120,000	40,000	160,000	60,134	—	—	—	—	—
Dublin and Baltinglass Junction -	180,000	60,000	240,000	4,841	—	—	—	—	—
Dublin and Belfast Junction -	873,500	291,150	1,164,650	873,500	3½	—	—	—	—
Banbridge Junction - -	60,000	20,000	80,000	22,128	—	—	—	—	17,800
Dublin and Drogheda - -	953,000	317,333	1,270,333	652,923	5	112,600 94,325	4½ 4	4½ 4	43,175
Dublin and Kingstown - -	Leased to the Dublin, Wicklow, and Wexford.								
Dublin and Meath - -	341,000	150,000	491,000	133,155	—	—	—	—	62,710 122,250
Dublin Metropolitan Junction Railways.	Applied to abandon.								
Dublin, Rathmines, Rathgar, Roundtown, Rathfarnham, and Rathcoole.	Applied to abandon.								
Dublin Trunk Connecting -	279,000	93,000	372,000	86,194	—	—	—	—	—
Dublin, Wicklow, and Wexford -	1,445,000	480,933	1,925,933	550,000	1	—	—	—	200,000 541,955
Dublin and Kingstown -	350,000	110,000	460,000	350,000	4½	—	—	—	—
Dundalk and Greenore - -	—	—	—	—	—	—	—	—	—
Enniskillen, Bundoran, and Sligo -	Worked by the Irish North-western.								
Fermoy and Lismore - -	No information.								
Finn Valley - - -	Worked by the Irish North-western.								
Great Northern and Western of Ireland.	Worked by the Midland Great Western of Ireland.								
Great Southern and Western of Ireland.	5,709,940	630,965	6,340,905	4,116,980	5	—	—	—	1,229,100
Cork and Limerick Direct -	100,000	33,000	133,000	71,375	3½	—	—	—	11,850

Received.			Capital raised by Loans and Debenture Stock.					Total Stock and Share Capital received and Capital raised by Loans and Debenture Stock.	Subscriptions to other Companies.	REMARKS.
Preferential Rate of Dividend.	Rate of Dividend paid.	Total Stock and Share Capital received.	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.	Total raised by Loans and by Debenture Stock.			
5	5	£ 82,306	£ 2,500 26,250 5,150 16,100	4½ 5 5½ 6	—	—	£ 50,000	£ 132,306	—	
—	—	118,340	831 1,200 38,500 1,400 200	4 4½ 5 5½ 6	—	—	42,131	160,471*	—	This is for the year ending 30th April 1870. *Received also 314 <i>l.</i> Bonus on Shares re-issued, and 336 <i>l.</i> 1 <i>s.</i> Forfeited Shares.
—	—	82,760	—	—	—	—	—	32,760	—	This is for the year ending 31st January 1870.
—	—	60,134	—	—	—	—	—	60,134	—	
—	—	4,841	—	—	—	—	—	4,841	—	A warrant for the abandonment of this undertaking was granted by the Board of Trade on the 5th January 1870.
—	—	873,500	75,150 37,350 67,350 33,800	4 4½ 4½ 5	3,100 32,180	4 4½	248,930	1,122,430	41,526	
5	5	39,928	5,000 5,100 7,250	4½ 4½ 5	—	—	17,350	57,278	—	
5	5	902,923	1,300 106,820 123,818 8,540 4,000	4 4½ 4½ 4½ 5	45,222	4	289,700	1,192,623	19,822	
6 5	— —	318,115	—	—	101,494 23,012	4½ 4	124,506	442,621	—	
—	—	86,194	—	—	—	—	—	86,194	—	
6 5	6 5	1,291,955	148,042 50,485 24,750 228,293	4 4½ 4½ 5	750	4½	452,320	1,744,275	—	
—	—	350,000	70,000	4	—	—	70,000	420,000	—	This is for the year ending 28th February 1870.
—	—	—	—	—	—	—	—	—	—	No meetings of this Company are held nor accounts published.
4	4	5,446,080	63,995 17,010 10,000 133,419 14,500	4 4½ 4½ 4½ 4½	383,105	4	572,029	6,018,109	—	
5	5	83,225	4,200 21,600	5½ 5	7,200	5	33,000	116,225	—	

NAME OF COMPANY.	Authorised Capital.			Stock and Share Capital					
	By Shares.	By Loans.	Total.	Ordinary.	Average Rate per cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	Preferential.
Irish North-western -	£ 880,000	£ 800,000	£ 1,180,000	£ 171,420	—	£ —	—	—	£ 470,274
Clones and Cavan Extension.	70,000	—	70,000	27,887	3	—	—	—	37,645
Leased to, or worked by, the Irish North-western. { Enniskillen, Bundoran, and Sligo.	450,000	149,900	599,900	45,714	—	—	—	—	100,000
{ Finn Valley - -	80,000	20,000	100,000	43,650	12	—	—	—	11,490
{ Londonderry and Enniskillen.	455,000	150,000	605,000	129,200	—	—	—	—	3,062 31,850 247,788 43,150
Kilkenny Junction - -	Worked by the Waterford and Central Ireland.			—	—	—	—	—	—
Letterkenny - - -	—	—	—	—	—	—	—	—	—
Limerick and Castle-Connell -	Worked by the Waterford and Limerick.			—	—	—	—	—	—
Limerick and Ennis - -	Worked by the Waterford and Limerick.			—	—	—	—	—	—
Limerick and Foynes - -	Worked by the Waterford and Limerick.			—	—	—	—	—	—
Limerick and North Kerry Junction.	No information.			—	—	—	—	—	—
Londonderry and Coleraine -	Worked by the Belfast and Northern Counties.			—	—	—	—	—	—
Londonderry and Enniskillen -	Leased to the Irish North-western.			—	—	—	—	—	—
Londonderry and Lough Swilly -	105,000	26,200	131,200	34,489	—	—	—	—	—
Midland Counties and Shannon Junction.	115,000	88,800	153,800	61,410	—	—	—	—	—
Midland Great Western of Ireland	2,750,000	1,403,967	4,153,967	2,157,175	3½	—	—	—	300,000
Leased to, or worked by, the Midland Great Western. { Athenry and Tuam -	90,000	30,000	120,000	61,818	—	—	—	—	—
{ Great Northern and Western of Ireland.	524,000	174,000	698,000	381,908½	—§	—	—	—	30,000 102,980
Navan and Kingscourt - -	No information.			—	—	—	—	—	—
Newry and Armagh - -	408,120	78,000	486,120	50,050	—	—	—	—	104,337
Newry and Greenore - -	No accounts.			—	—	—	—	—	—
Newry, Warrenpoint, and Rostrevor	120,000	39,900	159,900	99,925	—	—	—	—	12,900 7,100
Portadown, Dungannon, and Omagh Junction.	Leased to the Ulster.			—	—	—	—	—	—
Rathkeale and Newcastle Junction	Worked by the Waterford and Limerick.			—	—	—	—	—	—
Sligo and Ballaghaderreen Junction.	50,000	16,600	66,600	5,459	—	—	—	—	—
Southern - - -	231,000	77,000	308,000	86,458	—	—	—	—	—
Ulster - - -	1,200,000	809,000	1,509,000	1,000,000	4½	—	—	—	147,675
Leased to the Ulster. { Banbridge, Lisburn, and Belfast.	150,000	49,000	199,000	78,785	—	—	—	—	25,000 10,926
{ Portadown, Dungannon, and Omagh Junction.	470,775	156,185	626,960	252,050	—	—	—	—	66,775 45,300

Received.			Capital raised by Loans and Debenture Stock.					Total Stock and Share Capital received and Capital raised by Loans and Debenture Stock.	Subscriptions to other Companies.	REMARKS.
Pre-ferential Rate of Dividend.	Rate of Dividend paid.	Total Stock and Share Capital received.	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.	Total raised by Loans and by Debenture Stock.			
5	—	£ 641,694	£ 51,066	—	£ 238,017	—	£ 289,083	£ 930,777	£ —	This is for the year ending 31st March 1870.
4	—	65,532	—	—	—	—	—	65,532	—	
5	—	145,714	85,000	5	—	—	85,000	230,714	—	
6	6	55,140	17,683	3½	—	—	17,683	72,823	—	
5	5	455,000	10,000	4	2,100	4½	149,379	604,379*	—	
5	5		350	4½	27,400	4½				* Received also 68,684 <i>l.</i> for Forfeited Shares, 5,843 <i>l.</i> 2 <i>s.</i> 4 <i>d.</i> Interest on Calls, and 42 <i>l.</i> 7 <i>s.</i> 6 <i>d.</i> Transfer Fees. † And 1½ per cent. on account of arrears.
5	5†		21,000	5	72,229	5				
5	Nil.		600	5½						
			15,700	5½						The works are suspended; no meetings of the Company are held, nor accounts published.
—	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	—	—	
—	—	34,489	19,600	5	—	—	19,600	54,089	—	This is for the year ending 31st January 1870.
—	—	61,410	100	5	—	—	100	61,510	—	
5	5	2,457,175	423,887	3½	77,816	4½	1,289,185	3,746,360	—	This is for the year ending 25th March 1870.
			5,620	4	201,611	4½				
			178,175	4½						
			190,080	4½						
			1,200	4½						
—	—	61,818	30,000	5	—	—	30,000	91,818	—	† Exclusive of 5,692 <i>l.</i> Calls in arrear. § 3½ on 274,250 <i>l.</i> and 3½ on 113,350 <i>l.</i>
6	6	514,838	104,199	4	—	—	137,199	652,037	—	
5	5		21,000	5						
			12,000	6						
5	—	154,387	78,000	5	—	—	78,000	232,387	13,575	
6	—	119,925	500	4	—	—	39,000	158,925	—	
5½	—		38,500	5						
—	—	5,459	—	—	—	—	—	5,459	—	
—	—	86,458	—	—	—	—	—	86,458	—	
4½	4½	1,147,675	130,342	4	53,385	4	291,377	1,439,052	91,887	
			73,300	4½						
			2,000	4½						
			32,450	4½						
4	—	114,661	500	4½	—	—	49,000	163,661	—	
5	—		47,200	5						
			1,300	5½						Received also 2,867 <i>l.</i> 8 <i>s.</i> Forfeited Shares.
5	5	364,125	14,500	3	—	—	125,847	489,972	—	
4½	4½		15,091	4						
			45,693	4½						
			1,746	4½						
			48,817	5						

NAME OF COMPANY.	Authorised Capital.			Stock and Share Capital					
	By Shares.	By Loans.	Total.	Ordinary.	Average Rate per cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	Preferential.
Waterford and Central Ireland -	£ 450,000	£ 179,500	£ 629,500	£ 250,000	—	£ —	—	—	£ 196,885
Central Ireland Railways	110,000	36,600	146,600	—	—	—	—	—	—
Kilkenny Junction - -	214,000	70,600	284,600	60,575	—	—	—	—	40,880
Central Ireland Railways	110,000	36,600	146,600	—	—	—	—	—	—
Waterford and Limerick - -	1,010,000	344,700	1,354,700	501,500	$\frac{1}{2}$	—	—	—	359,700 91,200
Worked by the Waterford and Limerick.	Limerick and Castleconnell	25,000	8,000	33,000	16,835	—	—	—	7,780
	Killaloe Extension -	44,500	14,833	59,333	36,878	—	—	—	—
	Limerick and Ennis -	150,000	75,000	225,000	84,401	—	—	—	12,325
	Limerick and Foynes -	175,000	43,300	218,300	97,038	—	—	—	28,487
	Rathkeale and Newcastle Junction.	No information.							
Waterford and Tramore - -	58,000	19,350	77,350	48,000	$1\frac{3}{8}$	—	—	—	10,000
Waterford and Wexford - -	330,000	110,000	440,000	—	—	—	—	—	—
Waterford, New Ross, and Wexford Junction.	330,000	110,000	440,000	—	—	—	—	—	—
West Cork - - -	No information.								
TOTAL IRELAND -	25,118,610	7,714,608	32,828,218	14,787,002	—	206,825	—	—	5,650,302

Received.			Capital raised by Loans and Debenture Stock.					Total Stock and Share Capital received and Capital raised by Loans and Debenture Stock.	Subscriptions to other Companies.	REMARKS.
Pre-ferential Rate of Dividend.	Rate of Dividend paid.	Total Stock and Share Capital received.	Loans.	Rate of Interest.	Debenture Stock.	Rate of Interest.	Total raised by Loans and by Debenture Stock.			
6	2½	£ 446,885	£ 41,024 23,211 27,443	3½ 5 6	£ 61,484	5	£ 153,162	£ 600,047	£ 8,750	This is for the year ending 25th March 1870.
—	—	—	—	—	—	—	—	—	—	
6	—	101,455	65,958	5	—	—	65,958	167,413	—	This is for the year ending 30th April 1870.
—	—	—	—	—	—	—	—	—	—	
5 4½	5 4½	952,400	49,352 500 18,650 53,013 154,185 30,100 2,200 3,000	3½ 4 4½ 4½ 5 5½ 5½ 6	500 5,000 10,000 500	4 4½ 4½ 4½	327,000	1,279,400*	51,812	* Received also 23,799l. 13s. on Forfeited Shares.
5	—	24,615	4,000 1,500	5 5½	—	—	5,500	30,115	—	
—	—	36,878	12,333	5½	—	—	12,333	49,211	—	
5	—	96,726	19,551 8,100 47,200	3½ 5 6	—	—	74,851	171,577†	—	† And 7,415l. 10s. 6d. on Forfeited Shares.
5½	2	125,525	22,092 600 20,600	3½ 5 6	—	—	43,292	168,817	2,500	
5	5	58,000	500 17,850 1,000	5½ 5 4½	—	—	19,350	77,350	—	
—	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	—	—	
—	—	20,644,129	4,934,524	—	1,296,390	—	6,230,914	26,875,043	268,076	

PART II.

T R A F F I C, &c.

RETURN showing the TRAFFIC in PASSENGERS and GOODS upon the RAILWAYS
in ENGLAND and WALES, SCOTLAND, and IRELAND, during the Year ended
31st December 1869.

ENGLAND AND WALES.

RETURN showing the TRAFFIC in PASSENGERS and GOODS upon the

NAME OF COMPANY.	Number of Miles constructed.	PASSENGER TRAFFIC.				GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.		
		NUMBER OF PASSENGERS CONVEYED (exclusive of Season and Periodical Tickets).				Holders of Season or Periodical Tickets.		Passenger Trains.	Goods and Mineral Trains.	TOTAL.
		1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL.					
<i>Aberdare</i>		<i>Leased to the Taff Vale.</i>					<i>Tons.</i>	<i>Tons.</i>		
<i>Abingdon</i>		<i>Worked by the Great Western.</i>								
<i>Anglesey Central</i>	18	-	-	-	-	-	-	-	Not classified	<i>4,282</i>
<i>Aylesbury and Buckingham</i>		<i>No information.</i>								
<i>Bala and Dolgelly</i>		<i>Worked by the Great Western.</i>								
<i>Berks and Hants Extension</i>		<i>Worked by the Great Western.</i>								
<i>Birkenhead</i>		<i>Vested jointly in the Great Western and London and North-Western.</i>								
<i>Birmingham, Wolverhampton, and Stour Valley</i>		<i>Leased to the London and North-Western.</i>								
<i>*Bishop's Castle</i>		<i>See Note.</i>								
<i>Bishop's Waltham</i>		<i>Worked by the London and South-Western.</i>								
<i>Blackpool and Lytham</i>	8	26,930	-	133,428	165,348	6	-	-	36,370	36,370
<i>Blyth and Tyne</i>	38	28,382	68,294	896,048	992,724	306	-	-	164,406	323,114
<i>†Bodmin and Wadebridge</i>	14	-	-	-	-	<i>Numbers not given</i>		-	-	-
<i>Bourton-on-the-Water</i>		<i>Worked by the Great Western.</i>								
<i>Brecon and Merthyr Tydfil Junction</i>	61	5,205	13,203	255,439	273,847	-	-	-	129,576	228,604
<i>Bridport</i>		<i>Leased to the Great Western.</i>								
<i>Bristol and Exeter</i>	155	176,964	1,084,790	370,820	1,632,564	434	-	-	867,030	396,651
<i>Bristol and Portishead Pier and Railway</i>	9	-	-	-	-	-	-	-	Mixed.	44,256
<i>Bristol and South Wales Union</i>		<i>Worked by the Great Western.</i>								
<i>Bristol Port Railway and Pier</i>		<i>(In Chancery). "No Accounts."</i>								
<i>Briton Ferry Floating Dock</i>		<i>Worked by the Great Western.</i>								
<i>Buckinghamshire</i>		<i>Leased to the London and North-Western.</i>								
<i>Buckley</i>		<i>Worked by the Wrexham, Mold, and Connah's Quay.</i>								
<i>Calne</i>		<i>Worked by the Great Western.</i>								
<i>Cambrian</i>	180	40,715	110,310	880,468	1,031,493	36	-	-	447,190	264,501
<i>Cannock Mineral</i>		<i>Leased to the London and North-Western.</i>								
<i>Cardiff and Cardigan</i>	19	10,524	22,707	196,501	229,732	-	-	-	-	66,610
<i>Carmarvonshire</i>	20	3,314	23,154	141,478	167,946	3	-	-	40,127	25,540
<i>Cheshire Lines Committee</i>	49	59,424	159,323	789,018	1,007,765	128	-	-	311,300	261,246
<i>Chester and Holyhead</i>		<i>See the London and North-Western.</i>								
<i>Cockermouth, Keswick, and Penrith</i>	32	10,356	45,949	52,308	108,613	21	111,906	50,879	80,296	69,931
<i>Colchester, Stour Valley, Sudbury, and Halstead</i>		<i>Leased to the Great Eastern.</i>								
<i>Coleford, Monmouth, Usk, and Pontypool</i>		<i>Leased to the Great Western.</i>								
<i>Colne Valley and Halstead</i>	19	4,438	11,465	38,609	54,532	-	14,622	20,488	Mixed.	40,511
<i>Cornwall</i>	66	33,066	196,369	348,531	579,266	-	-	-	204,069	112,733
<i>Corwen and Bala</i>		<i>Worked by the Great Western.</i>								
<i>Cowbridge</i>		<i>Worked by the Taff Vale.</i>								
<i>Cowes and Newport</i>	5	16,023	65,397	15,380	96,700	-	-	-	28,287	-
<i>Cromford and High Peak</i>		<i>Leased to the London and North-Western.</i>								
<i>Crystal Palace and South London Junction</i>		<i>Worked by the London, Chatham, and Dover.</i>								
<i>Dare Valley</i>		<i>Worked by the Taff Vale.</i>								
<i>Dartmouth and Torbay</i>		<i>Leased to the South Devon.</i>								
<i>Denbigh, Ruthin, and Corwen</i>	19	9,244	19,778	130,677	159,699	-	-	-	Mixed.	78,641
<i>Devon and Cornwall</i>		<i>Worked by the London and South-Western.</i>								
<i>Dowlais</i>		<i>No information.</i>								
<i>East Lincolnshire</i>		<i>See the Great Northern.</i>								
<i>East Somerset</i>		<i>Worked by the Great Western.</i>								

* The Revenue of the Company being in the hands of a Receiver appointed by the Court of Chancery in a cause Griffin and another v. the Bishop's Castle Railway Company and another, the Accounts of Traffic cannot be given.

ENGLAND AND WALES.

RAILWAYS in ENGLAND and WALES during the Year ended 31st December 1869.

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.								RECEIPTS (GROSS) FROM GOODS TRAFFIC.				MISCELLANEOUS, RENTS, TOLLS, NAVIGATION STEAMBOATS, &c.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.	NAME OF COMPANY.		
RECEIPTS FROM PASSENGERS.					Excess Luggage, Parcels, Carriages, Horses, Dogs, &c.	Mails.	TOTAL Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	TOTAL Receipts from Goods Traffic.					
1st Class.	2d Class.	3d Class (including Parliamentary).	Holder of Season or Periodical Tickets.	TOTAL from Passengers.												
£	£	£	£	£	£	£	£	£	£	£	£	£	£			
-	Not classified			-	3,569	228	-	-	3,787	1,561	197	398	2,156	-	5,913	Aberdare.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Abingdon.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Anglesey Central.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Aylesbury and Buckingham.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Bala and Dolgelly.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Berke and Hants Extension.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Birkenhead.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Birmingham, Wolverhampton, and Stour Valley.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Bishop's Castle.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Bishop's Waltham.
815	-	2,664	24	3,503	119	-	-	3,622	-	-	-	-	-	113	3,735	Blackpool and Lytham.
1,802	3,911	22,333	751	28,797	1,364	30	30,191	10,329	179	81,666	92,174	934	123,299			Blyth and Tyne.
-	Not classified			-	59	-	-	59	298	-	667	965	98	1,122		Bodmin and Wadebridge.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Bourton-on-the-Water.
689	1,017	8,264	-	9,970	466	-	-	10,436	12,205	476	33,080	45,761	1,908	58,105		Brecon and Merthyr Tydfil Junction.
50,147	109,196	54,510	3,449	217,302	25,064	9,943	252,309	108,220	5,515	28,910	142,645	11,532	406,486			Bridport.
-	-	-	-	6,067	112	50	6,229	-	Mixed.	-	653	1,042	7,929			Bristol and Exeter.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Bristol and Portishead Pier and Railway.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Bristol and South Wales Union.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Bristol Port Railway and Pier.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Briton Ferry Floating Dock.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Buckinghamshire.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Buckley.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Calne.
10,856	11,654	42,859	819	65,488	5,517	3,400	74,405	35,180	7,391	26,184	68,705	† 2,793	145,903			Cambrian.
-	-	-	-	-	-	-	-	Merchandise and Minerals.	-	-	-	-	-	-	-	Cannock Mineral.
572	778	4,148	-	5,498	523	183	6,209	6,763	223	-	6,966	1,247	14,442			Cardiff.
580	1,737	5,321	7	8,105	320	210	8,635	1,168	166	5,965	7,199	36	15,870			Cardiff and Cardigan.
4,916	6,697	15,904	622	23,129	3,509	-	31,638	53,669	2,782	-	56,451	1,355	89,444			Carnarvonshire.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Cheeshire Lines Committee.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Chester and Holyhead.
2,062	4,594	2,951	36	9,663	599	-	10,262	7,211	366	10,867	18,436	666	29,364			Cockermouth, Keswick, and Penrith.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Colchester, Stour Valley, Sudbury, and Halstead.
513	853	1,413	-	2,779	230	14	3,032	3,017	171	930	4,118	237	7,387			Colford, Monmouth, Usk, and Pontypool.
7,908	19,464	25,154	810	53,416	8,188	5,530	67,128	21,236	863	7,514	29,702	1,345	98,175			Colne Valley and Halstead.
-	Not classified			-	3,434	906	23	4,363	-	-	-	-	55	4,418		Cornwall.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Corwen and Bala.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Cowbridge.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Cowes and Newport.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Cromford and High Peak.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Crystal Palace and South London Junction.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Dare Valley.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Dartmouth and Torbay.
808	1,046	3,879	-	5,795	363	10	6,167	2,459	374	1,384	4,217	235	10,619			Denbigh, Ruthin, and Corwen.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Devon and Cornwall.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Dowlais.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	East Lincolnshire.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	East Somerset.

† This is for the half year ending 31st December only. ‡ This includes 76l. General Interest Account, as by Company's Act, 1868.
§ Including 7,990 Mixed Goods and Passengers Trains.

NAME OF COMPANY.	Number of Miles constructed.	PASSENGER TRAFFIC.				Holders of Season or Periodical Tickets.	GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.		
		NUMBER OF PASSENGERS CONVEYED (exclusive of Season and Periodical Tickets).					Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	TOTAL.
		1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL.						
<i>Ely, Haddenham, and Sutton</i>		<i>Worked by the Great Eastern.</i>					<i>Tons.</i>	<i>Tons.</i>			
<i>Ely Valley</i>		<i>Worked by the Great Western.</i>									
<i>Bosham and Redditch</i>		<i>Worked by the Midland.</i>									
<i>Exeter and Crediton</i>		<i>Leased to the London and South-Western.</i>									
<i>Faringdon</i>		<i>Worked by the Great Western.</i>									
<i>Festiniog</i>	14	-	-	-	-	-	-	-	Mixed	70,520	70,520
<i>Furness</i>	113	59,083	111,274	688,456	858,758	120	-	-	324,398	396,497	719,895
<i>Garston and Liverpool</i>		<i>Included in Cheshire Lines Committee.</i>									
<i>Gloucester and Dean Forest</i>		<i>Leased to the Great Western.</i>									
<i>Great Eastern</i> (Including the "Colchester, Stear Valley, Sudbury, and Halstead," "Ely, Haddenham, and Sutton," "London and Blackwall," "Lowestoft," "Lynn and Hunstanton," "Melbourn and Eyn," "Northern and Eastern," "Saffron Walden," "Tendring Hundred," "Tendring Hundred Extension," "Tottenham and Hampstead," "West Norfolk," "Wivenhoe and Brightlingsea.")	871	1,378,706	3,960,250	7,669,942	13,008,907	4,899	1,123,264	2,163,910	4,106,584	3,317,750	7,424,334
<i>Great Northern</i> (Including the "East Lincolnshire," "Hatfield and St. Albans," "Horncastle," "Nottingham and Grantham," "Ramesey," "Ryegate and Hitchin," "Spilby and Firsby," and half the "Midland and Eastern," and "Norwich and Spalding.")	600	728,368	3,636,461	4,378,915	8,733,764	8,261	-	-	3,868,664	4,971,941	8,840,605
<i>Great North of England, Clarence, and Hartlepool Junction.</i>		<i>Leased to the North-Eastern.</i>									
<i>Great Western †</i> (Including the "Abingdon," "Bala and Dolgelly," "Berks and Hants Extension," "Bourton-on-the-Water," "Bridport," "Bristol and South Wales Union," "Briton Ferry Floating Dock," "Cairne," "Coleford, Monmouth, Usk, and Pontypool," "Corwen and Bala," "East Somerset," "Ely Valley," "Faringdon," "Forest of Dean Central," "Great Western and Brentford," "Leominster and Kingston," "Llangollen and Corwen," "Marlborough," "Milford," "Much Wenlock and Severn Junction," "Nantwich and Market Drayton," "Severn Valley," "Stourbridge," "Stratford-on-Avon," "Tenbury and Bewdley," "Vale of Llangollen," "Wallingford and Watlington," "Wellington and Drayton," "Wellington and Severn Junction," "Wenlock," and the "Witney," and half of the "Birkenhead," "Hammersmith and City Junction," "Ludlow and Clechill," "Shrewsbury and Hereford," "Shrewsbury and Welshpool," "Tenbury," "West London," "Weymouth and Portland," and part of the "Victoria Station and Pimlico," and "West London Extension.")	1,387	3,027,591	6,533,975	14,541,940	23,103,406	4,300	-	-	7,723,939	7,738,081	15,462,020
<i>Great Western and Brentford</i>		<i>Leased to the Great Western.</i>									
<i>Hammersmith and City Junction</i>		<i>Vested in the Great Western and Metropolitan.</i>									
<i>Hatfield and St. Albans</i>		<i>Worked by the Great Northern.</i>									
<i>Hereford, Hay, and Brecon</i>	26	-	-	-	Numbers not given	-	-	-	16,224	16,224	32,448
<i>Horncastle</i>		<i>Worked by the Great Northern.</i>									
<i>Hoylake</i>		<i>No information.</i>									
<i>Hexham and Allendale</i>	12	-	-	-	Numbers not given	-	-	-	16,964	8,508	25,472
<i>Hull and Selby</i>		<i>Leased to the North-Eastern.</i>									
<i>Isle of Wight</i>	12	53,311	360,015	26,067	399,393	-	13,963	17,774	92,977	15,563	107,590
<i>Keighley and Worth Valley</i>		<i>Worked by the Midland.</i>									
<i>Kendal and Windermere</i>		<i>Leased to the London and North-Western.</i>									
<i>Kent Coast</i>		<i>Worked by the London, Chatham, and Dover.</i>									
<i>Kettering, Thrapstone, and Huntingdon</i>		<i>Worked by the Midland.</i>									
<i>Lancashire and Yorkshire</i>	423	2,162,963	4,064,583	16,476,336	22,643,882	3,467	5,012,467	3,440,676	4,726,402	3,930,875	8,657,277
<i>Lancaster and Carlisle</i>		<i>Leased to the London and North-Western.</i>									
<i>Launceston and South Devon</i>		<i>Worked by the South Devon.</i>									
<i>Leominster and Kingston</i>		<i>Worked by the Great Western.</i>									
<i>Liskeard and Caradon</i> (Including the Liskeard and Looe Union Canal.)	17	-	-	-	-	-	-	-	Mixed	17,328	17,328
<i>Liskeard and Looe Union Canal</i>		<i>Worked by the Liskeard and Caradon.</i>									
<i>Llanelli Railway & Dock</i> (Including half the Vale of Towy.)	71	12,966	21,945	396,967	430,968	-	-	-	159,303	181,568	340,871
<i>Llangollen and Corwen</i>		<i>Worked by the Great Western.</i>									
<i>Llantrisant and Taff Vale Junction</i>		<i>Worked by the Taff Vale.</i>									
<i>Llynvi and Ogmore</i>	30	694	2,955	112,744	116,393	-	-	-	Mixed	97,136	97,136
<i>London and Blackwall</i>		<i>Leased to the Great Eastern.</i>									
<i>London and Greenwich</i>		<i>Leased to the South-Eastern.</i>									

* Including parcels.

† After deducting cartage.

‡ This is for the year ending 31st January 1870.

NAME OF COMPANY.	Number of Miles constructed.	PASSENGER TRAFFIC.				Holders of Season or Periodical Tickets.	GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.			
		NUMBER OF PASSENGERS CONVEYED (exclusive of Season and Periodical Tickets).					Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	TOTAL.	
		1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL.							
London and North-Western (Including the "Birmingham, Wolverhampton, and Stour Valley," "Buckinghamshire," "Cannock Mineral," "Chester and Holyhead and Branches," "Cromford and High Peak," "Kendal and Windermere," "Lancaster and Carlisle," "North Union," "Shropshire Union," "Watford and Rickmansworth," half of the "Birkehead and Branches," "Ludlow and Cleehill," "Shrewsbury and Hereford," "Tenbury," "Vale of Towy" and part of the "West London," and "West London Extension.")	M. 1,477	2,763,183	9,011,861	16,964,963	28,736,996	11,399	-	-	-	11,647,318	11,632,342	23,279,660
London and South-Western (Including the "Bishop's Waltham," "Devon and Cornwall," "Exeter and Crediton," "Lymington," "Mid Hants," "Ringwood, Christchurch, and Bournemouth," "Salisbury and Dorset," "Salisbury and Yeovil," "Salisbury Railway and Market House," "Seaton and Beer," "Staines, Wokingham, and Woking," "Stokes Bay Railway and Pier," half the "Weymouth and Portland," and part of the "West London Extension.")	657	2,586,000	6,016,314	4,558,040	13,144,453	8,651	Included in General Merchandise.	1,515,906	4,578,612	1,664,294	6,242,906	6,242,906
London, Brighton, and South Coast (Including part of the "Victoria Station and Pimlico" and "West London Extension.")	351	1,763,013	2,668,563	12,189,151	16,590,481	-	-	-	-	3,512,335	699,172	4,211,507
London, Chatham, and Dover (Including the "Crystal Palace and South London Junction," "Kent Coast," "Mid-Kent (Bromley to St. Mary's Cray)," "Sevenoaks, Maidstone, and Tunbridge," "Sittingbourne and Sheerness," and part of the "Victoria Station and Pimlico.")	139	1,638,766	1,790,267	11,134,857	13,563,882	8,568	-	-	-	2,043,981	312,586	2,356,567
Londonderry (Seaham to Sunderland) (Private Property.)	No information.											
London, Tilbury, and Southend	46	-	-	-	-	Numbers not given	-	-	-	-	-	-
Lowestoft	Leased to the Great Eastern.											
Ludlow and Cleo Hill	Worked by the London and North-Western and Great Western.											
Lymington	Worked by the London and South-Western.											
Lynn and Hunstanton	Worked by the Great Eastern.											
Manchester and Milford	46	3,777	5,578	116,060	119,435	-	-	-	-	Mixed	151,574	151,574
Manchester, Buxton, Matlock, and Midlands Junction	Leased to the London and North-Western and Midland, and worked by the Midland.											
Manchester, Sheffield, and Lincolnshire (Including the "South Yorkshire and River Don.")	338	342,831	824,551	5,823,900	6,969,271	1,814	-	-	-	2,172,124	2,782,713	4,954,837
Manchester, South Junction, and Altrincham	Joint Property of the "London and North-Western" and "Manchester, Sheffield, and Lincolnshire"											
Marlborough	Worked by the Great Western.											
Maryport and Carlisle	41	13,376	68,705	189,440	241,490	90	-	-	-	104,235	223,894	328,129
Melton and By	Worked by the Great Eastern.											
Metropolitan (Including the "Metropolitan and St. John's Wood," "Metropolitan District," and half the "Hammer-smith and City Junction.")	15	-	Not classified	-	36,893,791	-	-	-	-	1,351,412	137,680	1,489,092
Metropolitan and St. John's Wood	Worked by the Metropolitan.											
Metropolitan District	Worked by the Metropolitan.											
Mid Hants	Worked by the London and South-Western.											
Mid Kent (Bromley to St. Mary's Cray)	Leased to the London, Chatham, and Dover.											
Midland (Including the "Evesham and Redditch," "Keighley and Worth Valley," "Kettering, Thrapstone, and Huntingdon," "Manchester, Buxton, Matlock, and Midlands Junction," "Midland and South-Western Junction," "North-Western," "Peterborough, Wis-bench, and Sutton," "Redditch," "Stonehouse, and Nailsworth," "Tewkesbury and Malvern," and half the "Furness and Midland," "Great Western" from Malvern Wells Junction to Malvern Link Station, "Midland and Eastern," "Norwich and Spalding," and "Otley and Ilkley" Joint Lines.)	947	1,036,160	3,646,642	10,890,643	15,567,454	-	-	-	-	6,564,948	8,741,821	15,306,769
Midland and Eastern	Worked by the Great Northern and Midland.											
Midland Counties and South Wales	7	-	-	-	-	-	-	-	-	Mixed	17,616	17,616
Mid-Wales	46	7,536	20,247	22,637	129,460	-	86,101	20,378	196,178	114,722	310,900	310,900
Midford	Worked by the Great Western.											
Monmouthshire Railway and Canal	51	17,485	94,736	397,396	519,557	90	1,368,700	570,228	121,310	627,946	749,256	749,256
Moretonhampstead and South Devon	Leased to the South Devon.											
Mowdwy	No information.											
Much Wenlock and Severn Junction	Worked by the Great Western.											
Nantwich and Market Drayton	Worked by the Great Western.											
Neath and Brecon	33	-	-	-	-	Numbers not given	-	-	-	32,896	-	32,896
Newport Pagnell	No information.											
North and South Western Junction	5	173,392	308,643	638,995	1,119,990	-	-	-	-	163,373	21,895	185,268
North-Eastern (Including the "Great North of England, Clarence, and Harrogate," and the "Kiln and Selby.")	1,275	754,311	2,719,380	8,470,695	11,944,315	4,928	-	-	-	5,400,000	2,153,194	7,553,194

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.							RECEIPTS (GROSS) FROM GOODS TRAFFIC.				MISCELLANEOUS, RENTS, TOLLS, NAVIGATION STEAMBOATS, &c.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.	NAME OF COMPANY.	
RECEIPTS FROM PASSENGERS.					GROSS Luggage, Parcels, Carriages, Horses, Dogs, &c.	Mails.	TOTAL Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.				TOTAL Receipts from Goods Traffic.
1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season or Periodical Tickets.	TOTAL from Passengers.										
£	£	£	£	£	£	£	£	£	£	£	£	£	£	
712,579	832,186	859,500	56,465	2,450,530	301,589	143,130	2,895,249	2,327,909	203,855	1,147,839	3,709,593	77,409	6,682,251	London and North-Western.
295,684	399,638	390,409	71,096	1,066,827	91,698	22,255	1,170,180	520,889	Included in Merchandise.		520,889	117,369	1,808,438	London and South-Western.
232,654	242,187	343,574	78,565	896,950	51,965	2,479	951,894	199,230	7,145	76,137	282,512	32,754	1,266,690	London, Brighton, and South Coast.
101,207	85,115	247,364	30,374	464,500	21,487	263	466,310	80,657	2,812	28,487	109,956	99,154	695,420	London, Chatham, and Dover.
-	-	Not classified	-	45,204	1,996	98	47,298	*11,000	7,176	-	18,236	640	66,174	Londonderry (Seaham to Sunderland). London, Tilbury, and Southend. Lowestoft. Ludlow and Cleo Hill. Lymington. Lynn and Hunstanton.
916	842	6,508	-	8,261	421	-	8,682	3,170	364	4,607	8,141	184	17,007	Manchester and Milford.
39,710	68,941	166,974	9,142	284,767	45,327	2,639	332,736	499,896	16,427	210,587	726,869	133,004	1,242,637	Manchester, Buxton, Matlock, and Midlands Junction. Manchester, Sheffield, and Lincolnshire. Manchester, South Junction, and Altrincham. Marlborough.
2,197	6,124	9,327	323	17,976	1,417	891	20,234	15,064	923	54,561	70,538	1,391	92,213	Maryport and Carlisle.
-	-	Not classified	-	367,653	34	-	367,687	1,397	79	4,919	6,395	61,944	428,026	Mellis and Eye. Metropolitan.
187,850	333,293	401,682	26,314	1,089,139	113,345	44,811	1,197,265	1,381,413	45,889	880,102	2,236,904	21,251	3,505,450	Metropolitan and St. John's Wood. Metropolitan District. Mid-Hants. Mid-Kent (Bromley to St. Mary's Cray). Midland.
-	-	-	-	-	-	-	780	-	-	-	1,350	-	2,130	Midland and Eastern.
-	-	Not classified	-	10,008	490	490	10,953	7,171	685	7,566	15,423	6,822	33,197	Midland Counties and South Wales. Mid-Wales.
923	2,254	15,830	337	20,333	1,141	177	21,651	53,723	316	72,693	126,731	2,961	153,343	Milford. Monmouthshire Railway and Canal.
-	-	Not classified	-	-	-	-	-	-	-	-	-	-	-	Moretonhampstead and South Devon. Mowddwy.
-	-	Not classified	-	3,797	222	806	4,319	2,666	193	2,962	5,791	110	10,220	Much Wenlock and Severn Junction. Nantwich and Market Drayton.
1,122	2,222	2,949	-	6,304	-	-	6,304	1,712	111	5,404	7,227	208	13,739	Neath and Brecon. Newport Pagnell.
185,539	295,080	474,354	27,678	982,631	123,183	41,767	1,147,870	1,367,249	62,827	1,502,557	2,903,633	109,425	4,159,628	North and South-Western Junction. North-Eastern.

* Including minerals.

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.								RECEIPTS (GROSS) FROM GOODS TRAFFIC.				MISCELLANEOUS, RENTS, TOLLS, NAVIGATION STEAMBOATS, &c.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.	NAME OF COMPANY.
RECEIPTS FROM PASSENGERS.					Excess Luggage, Parcels, Carriages, Horses, Dogs, &c.	Mails.	TOTAL Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	TOTAL Receipts from Goods Traffic.			
1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season or Periodical Tickets.	TOTAL from Passengers.										
£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
42,724	74,189	108,514	-	225,427	172	-	225,599	80,934	6,860	34,585	122,379	8,228	356,206	Northern and Eastern.
14,116	31,967	56,899	2,232	105,214	8,283	1,500	114,997	115,277	2,951	128,140	240,368	128,148	489,513	North London.
														North Staffordshire.
														North Union.
														North-Western.
														Norwich and Spalding.
														Nottingham and Grantham Railway and Canal.
576	436	7,081	114	8,007	235	20	8,262	1,956	3	892	2,851	180	11,293	Oldham, Ashton-under-Lyne, and Guide Bridge Junction.
1,613	2,021	7,579	82	11,295	801	180	12,276	3,340	114	7,377	10,840	226	23,342	Pembroke and Tenby.
														Penarth Harbour Dock and Railway.
														Peterborough, Wisbeach, and Ely.
														Potteries, Shrewsbury, and North Wales.
														Preston and Wyre.
														Ramsey.
														Rodditch.
176	409	3,942	-	4,587	127	-	4,714	13,516	52	46,423	62,901	1,872	68,977	Rhymney.
														Ringwood, Christchurch, and Bournemouth.
														Royston and Hitchin.
373	623	-	5,027	6,023	2,308	-	8,331	469	-	-	469	567	9,367	Ryde Pier.
														Saffron Walden.
														Salisbury and Dorset Junction.
														Salisbury and Yeovil.
														Salisbury Railway and Market House.
														Saundersfoot Railway and Harbour.
														Seaton and Beer.
														Sevenoaks, Maidstone, and Tunbridge.
														Severn and Wye.
														Severn Valley.
														Shrewsbury and Hereford.
														Shropshire Union Railways and Canal.
														Sirhowy.
														Sittingbourne and Sheerness.
3,183	10,454	4,186	150	17,963	1,616	90	19,659	21,897	1,238	10,563	33,698	5,584	58,941	Somerset and Dorset.
26,338	46,548	60,112	2,224	146,222	17,615	7,777	171,614	50,845	1,258	13,409	65,512	2,418	239,514	South Devon.
300,646	2													

‡ Including Expresses and Bullion.

§ This is for the year ending 31st March 1870.

NAME OF COMPANY.	Number of Miles constructed.	PASSENGER TRAFFIC.					GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.		
		NUMBER OF PASSENGERS CONVEYED (exclusive of Season and Periodical Tickets).				Holders of Season or Periodical Tickets.	Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	TOTAL.
		1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL.						
	M.						Tons.	Tons.			
Tees Valley - - - - -		Worked by the North Eastern.									
Tenbury - - - - -		Leased to the Great Western and London and North-Western.									
Tenbury and Bowdley - - - - -		Worked by the Great Western.									
Tendring Hundred - - - - -	}	Worked by the Great Eastern.									
Tendring Hundred Extension - - - - -											
Twickenbury and Malvern - - - - -		Worked by the Midland.									
Tottenham and Hampstead - - - - -		Worked by the Great Eastern.									
Trent, Ancholme, and Grimsby - - - - -		14	3,591	4,181	75,521	88,298	19	-	22,390	67,692	90,072
Vale of Llangollen - - - - -		Worked by the Great Western.									
Vale of Towy - - - - -		Leased to the Llanelli and London and North-Western.									
Victoria Station and Pimlico - - - - -		Line used by the London, Brighton, and South Coast, London, Chatham, and Dover, and Great-Western.									
Wallingford and Watlington - - - - -		Worked by the Great Western.									
Watford and Rickmansworth - - - - -		Worked by the London and North-Western.									
Wellington and Drayton - - - - -		Worked by the Great Western.									
Wellington and Severn Junction - - - - -		Leased to the Great Western.									
West Cornwall Committee - - - - -		Worked by the Great-Western, South Devon, and Bristol and Exeter Railway Companies.									
West London - - - - -		Leased to the Great Western and London and North-Western.									
West London Extension - - - - -		Line used by the London and North-Western, Great Western, London and South-Western, and London.									
West Norfolk Junction - - - - -		Worked by the Great Eastern.									
West Somerset - - - - -		Leased to the Bristol and Exeter.									
West Somerset Mineral - - - - -		13	213	7,763	5,892	13,868	-	-	-	-	-
Weymouth and Portland - - - - -		Worked by the London and South-Western and Great Western.									
Whitehaven, Cleator, and Egremont - - - - -		21	8,106	-	126,962	135,068	-	-	44,989	125,118	170,107
Willoughby de Eresby's, Lord (Edenham to Little Bytham) (Private Property.)	}	No information.									
Witney - - - - -											
Wivenhoe and Brightlingsea - - - - -		Worked by the Great Eastern.									
Wrexham, Mold, and Connah's Quay (including the Buckley)		16	2,574	8,523	88,157	99,254	-	175,659	21,308	50,232	74,122
TOTAL ENGLAND AND WALES - - - - -	10,773½	22,375,278	59,407,216	150,219,242	232,001,736	63,879	8,767,165	8,810,810	67,222,301	62,968,001	130,195,302
					*36,898,791						*167,728
					268,895,527						130,363,030

* Numbers not classified.

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.								RECEIPTS (GROSS) FROM GOODS TRAFFIC.				MISCELLANEOUS, RENTS, TOLLS, NAVIGATION STEAMBOATS, &c.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.	NAME OF COMPANY.
RECEIPTS FROM PASSENGERS.					Excess Luggage, Parcels, Carriages, Horses, Dogs, &c.	Mails.	TOTAL Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	TOTAL Receipts from Goods Traffic.			
1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season or Periodical Tickets.	TOTAL from Passengers.										
£	£	£	£	£	£	£	£	£	£	£	£	£	£	
200	231	1,515	36	2,072	208	-	2,280	3,944	169	13,737	17,850	6	20,136	Tees Valley.
														Tenbury.
														Tenbury and Bowdley.
														{ Tending Hundred.
														{ Tending Hundred Extension.
														Tewkesbury and Malvern.
														Tottenham and Hampstead.
														Trent, Ancholme, and Grimsby.
														Vale of Llangollen.
														Vale of Towy.
														Victoria Station and Pimlico.
														Wallingford and Watlington.
														Watford and Rickmansworth.
														Wellington and Drayton.
														Wellington and Severn Junction.
														West Cornwall Committee
														West London.
														West London Extension.
														West Norfolk Junction.
														West Somerset.
6	157	79	-	242	19	-	261	704	-	4,776	5,480	131	5,872	West Somerset Mineral.
														Weymouth and Portland.
250	-	2,247	119	2,616	198	-	2,814	858	24	48,405	49,377	2,022	54,213	Whitehaven, Cleator, & Egremont.
														{ Willoughby de Eresby's, Lord
														{ (Edenham to Little Bytham).
														Witney.
														Wivenhoe and Brightlingsea.
104	232	1,520	-	1,856	95	-	1,951	2,993	47	8,558	11,498	261	13,710	{ Wrexham, Mold, and Connah's
														{ Quay (including he Buckley).
3,254,105	4,322,863	5,506,375	551,216	13,720,777	1,333,367	412,126	15,953,867	10,966,782	624,324	7,153,254	18,744,860	1,406,137	36,105,122	TOTAL ENGLAND AND WALES.
				† 141,797			† 780				† 19,978			
				141,883			15,954,647				18,764,838			

† Receipts not classified.

SCOTLAND.

RETURN showing the TRAFFIC in PASSENGERS and Goods upon the

NAME OF COMPANY.	Number of Miles constructed.	PASSENGER TRAFFIC.				GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.		
		NUMBER OF PASSENGERS CONVEYED (exclusive of Season and Periodical Tickets).				Holders of Season or Periodical Tickets.	Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.
		1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL.					
<i>Aboyne and Braemar</i> - - - - -							<i>Tons.</i>	<i>Tons.</i>		
<i>Alyth</i> - - - - -										
<i>Arbroath and Forfar</i> - - - - -										
<i>Ayr and Maybole Junction</i> - - - - -										
<i>Berwickshire</i> - - - - -										
<i>Blane Valley</i> - - - - -										
<i>Busby</i> - - - - -										
*Caledonian (Including the "Alyth," "Arbroath and Forfar," "Busby," "Greenock and Wemyss Bay," "Montrose and Bervie," and "Portpatrick.")	732	1,050,053	661,265	7,515,266	9,226,684	6,671	-	-	3,497,000	4,693,692
<i>Carlisle and Silloth Bay</i> - - - - -										
<i>Deeside</i> - - - - -										
<i>Deeside Extension</i> - - - - -										
<i>Devon Valley</i> - - - - -										
<i>Edinburgh and Bathgate</i> - - - - -										
<i>Esk Valley</i> - - - - -										
<i>Findhorn</i> - - - - -										
*Forth and Clyde Junction - - - - -	31	10,198	50,178	24,215	84,591	-	-	-	38,748	56,764
<i>Glasgow and Milngavie Junction</i> - - - - -										
*Glasgow and South-Western (Including the "Ayr and Maybole Junction," "Kilmarnock and Troon," and one half of the Glasgow and Paisley Joint Line.)	280	301,833	606,855	2,195,613	3,103,301	1,196	2,757,384	446,296	975,079	1,630,187
*Great North of Scotland (Including the "Aboyne and Braemar," "Deeside and Deeside Extension," and "Morayshire.")	290	208,155	-	1,343,361	1,546,516	4,332	-	-	404,535	391,310
<i>Greenock and Wemyss Bay</i> - - - - -										
†Highland (Including the "Findhorn" to the 30th January 1869 and "Sutherland" for the year ending 31st August 1869.)	268	127,348	59,187	685,120	871,650	1,143	-	-	531,585	371,747
<i>Kilmarnock and Troon</i> - - - - -										
<i>Leslie</i> - - - - -										
*Leven and East of Fife - - - - -	20	9,686	13,209	101,059	123,954	78	29,527	44,627	43,352	17,039
<i>Montrose and Bervie</i> - - - - -										
<i>Morayshire</i> - - - - -										
*North British (Including the "Berwickshire," "Blane Valley," "Carlisle and Silloth Bay," "Devon Valley," "Edinburgh and Bathgate," "Esk Valley," "Glasgow and Milngavie Junction," "Leslie," "Peebles," "Port Carlisle Dock and Railway," and "St. Andrews.")	776	1,170,438	1,013,969	6,322,764	8,507,171	6,918	4,530,241	1,556,275	2,005,363	3,787,139
<i>Peebles</i> - - - - -										
<i>Port Carlisle Dock and Railway</i> - - - - -										
<i>Port Patrick</i> - - - - -										
<i>St. Andrews</i> - - - - -										
<i>Sutherland</i> - - - - -										
TOTAL SCOTLAND - - - - -	2,397	2,872,705	2,493,764	18,187,393	23,463,897	20,328	7,597,152	2,041,500	8,186,652	11,097,887

* This is for the year ending 31st January 1870.

SCOTLAND.

RAILWAYS in SCOTLAND during the Year ended the 31st December 1869.

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.								RECEIPTS (GROSS) FROM GOODS TRAFFIC.				NAME OF COMPANY.		
RECEIPTS FROM PASSENGERS.					Excess Luggage, Parcels, Carriages, Horses, Dogs, &c.	Mails.	TOTAL Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	TOTAL Receipts from Goods Traffic.			
1st Class.	2d Class.	3d Class (including Parliamentary.)	Holders of Season or Periodical Tickets.	TOTAL from Passengers.										
£	£	£	£	£	£	£	£	£	£	£	£	£	£	
142,756	95,908	314,952	18,010	571,621	55,239	50,392	677,252	617,274	45,374	542,725	1,205,373	123,097	2,005,722	Aboyne and Braemar.
														Alyth.
														Arbroath and Forfar.
														Ayr and Maybole Junction.
														Berwickshire.
														Blane Valley.
														Busby.
														Caledonian.
														Carlisle and Silloth Bay.
														{ Deeside.
														{ Deeside Extension.
														Devon Valley.
														Edinburgh and Bathgate.
														Elk Valley.
														Findhorn.
insufficient to meet the annual expenditure the working was discontinued.														
1,235	2,883	1,133	-	5,251	651	-	5,902	4,570	149	7,126	11,845	81	17,828	Forth and Clyde Junction.
														Glasgow and Milngavie Junction.
34,399	52,183	89,259	7,964	184,305	16,544	5,210	206,059	158,784	9,783	229,787	396,354	10,947	615,360	Glasgow and South-Western.
														Great North of Scotland.
18,699	-	63,312	4,299	86,310	4,919	4,189	95,418	63,246	5,572	22,512	91,830	4,475	191,223	Greenock and Wemyss Bay.
														Highland.
29,900	13,203	52,273	2,396	97,733	7,973	11,016	116,721	64,584	14,906	29,380	99,750	3,896	220,369	Kilmarnock and Troon.
														Leslie.
955	973	3,924	107	5,959	1,195	158	7,312	5,734	328	2,524	8,586	825	16,723	Leven and East of Fife.
														Montrose and Bervie.
														Morayshire.
134,538	101,159	285,573	21,344	542,664	51,653	8,563	602,984	463,021	32,475	366,075	861,571	33,214	1,497,699	North British.
														Peebles.
														Port Carlisle Dock and Railway.
														Port Patrick.
														St. Andrews. &
														Sutherland.
363,092	286,304	810,426	54,020	1,493,842	133,179	79,527	1,711,548	1,377,213	108,587	1,191,009	2,676,909	176,537	4,564,894	TOTAL SCOTLAND.

† This is for the year ending 28th February 1870.

IRELAND

RETURN showing the TRAFFIC in PASSENGERS and GOODS upon the

NAME OF COMPANY.	Number of Miles constructed.	PASSENGER TRAFFIC.					GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.			
		NUMBER OF PASSENGERS CONVEYED (exclusive of Season and Periodical Tickets).				Holders of Season or Periodical Tickets.	Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	TOTAL.	
		1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL.							
<i>Athenry and Ennis Junction</i> - - -	-	<i>Included in the Midland Great Western of Ireland.</i>					-	Tons.	Tons.	-	-	-
<i>Athenry and Tuam</i> - - -	-	<i>Leased to the Midland Great Western of Ireland.</i>					-	-	-	-	-	-
<i>Banbridge Junction</i> - - -	-	<i>Leased to the Dublin and Belfast Junction.</i>					-	-	-	-	-	-
<i>Banbridge, Lisburn, and Belfast</i> - - -	-	<i>Leased to the Ulster.</i>					-	-	-	-	-	-
* <i>Belfast and County Down</i> - - - (Including the "Downpatrick, Dundrum, and Newcastle.")	44	59,416	140,379	347,902	547,697	1,596	87,746	43,402	177,234	44,063	221,317	
<i>Belfast and Northern Counties</i> - - - (Including the "Carrickfergus and Larne," and "Londonderry and Coleraine.")	151	123,110	214,685	995,409	1,333,204	1,630	104,399	190,598	445,191	182,475	627,666	
<i>Belfast, Holywood, and Bangor</i> - - -	13	167,703	390,524	1,484	559,711	3,685	-	-	-	85,616	-	85,616
<i>Carrickfergus and Larne</i> - - -	-	<i>Worked by the Belfast and Northern Counties.</i>					-	-	-	-	-	-
<i>Cork and Bandon</i> - - - (Including the "Cork and Kinsale Junction.")	31	11,097	45,431	138,086	195,514	-	-	-	-	30,148	74,117	104,265
<i>Cork and Kinsale Junction</i> - - -	-	<i>Worked by the Cork and Bandon.</i>					-	-	-	-	-	-
<i>Cork and Limerick Direct</i> - - -	-	<i>Worked by the Great Southern and Western of Ireland.</i>					-	-	-	-	-	-
<i>Cork and Macroom Direct</i> - - -	25	11,024	15,094	122,405	148,521	-	-	-	-	65,794	1,084	66,878
† <i>Cork, Blackrock, and Passage</i> - - -	6	57,419	87,551	204,149	349,119	-	-	-	-	61,247	1,907	63,154
<i>Downpatrick, Dundrum, and Newcastle</i> - - -	-	<i>Worked by the Belfast and County Down.</i>					-	-	-	-	-	-
<i>Dublin and Belfast Junction</i> - - - (Including the "Banbridge Junction.")	63	57,075	74,895	164,604	296,574	-	-	-	-	221,067	83,821	304,888
<i>Dublin and Drogheda</i> - - -	75	129,361	200,378	558,208	887,947	361	-	-	-	336,140	56,069	417,209
<i>Dublin and Kingstown</i> - - -	-	<i>Leased to the Dublin, Wicklow, and Wexford.</i>					-	-	-	-	-	-
<i>Dublin and Meath</i> (for 5 months ending 31st May, the remaining 7 months being included in the Midland Great Western of Ireland, who now work the line).	-	8,357	8,473	42,035	58,865	-	-	-	-	44,995	7,000	51,995
<i>Dublin, Wicklow, and Wexford</i> - - - (Including the "Dublin and Kingstown.")	107	364,555	1,764,913	1,965,165	4,094,933	4,094	73,276	67,165	586,321	120,229	706,550	
<i>Enniskillen, Bundoran, and Sligo</i> - - -	-	<i>Worked by the Irish North-Western</i>					-	-	-	-	-	-
<i>Finn Valley</i> - - -	-	<i>Worked by the Irish North-Western.</i>					-	-	-	-	-	-
<i>Great Northern and Western of Ireland</i> - - -	-	<i>Worked by the Midland Great Western of Ireland.</i>					-	-	-	-	-	-
<i>Great Southern and Western of Ireland</i> - - - (Including the "Cork and Limerick Direct.")	437	5121,986	180,808	583,441	657,736	-	-	-	-	1,333,958	814,058	2,207,016
<i>Irish North-western</i> - - - (Including the "Clones and Carran Branch," "Enniskillen, Bundoran, and Sligo," "Finn Valley," and "Londonderry and Enniskillen.")	195	36,884	79,701	486,517	532,002	-	-	-	-	338,961	Mixed.	338,961
<i>Kilhamy Junction</i> - - -	-	<i>Worked by the Waterford and Central Ireland.</i>					-	-	-	-	-	-
<i>Limerick and Castlemaine</i> - - -	-	<i>Worked by the Waterford and Limerick.</i>					-	-	-	-	-	-
<i>Limerick and Ennis</i> - - -	-	<i>Worked by the Waterford and Limerick.</i>					-	-	-	-	-	-
<i>Limerick and Fynes</i> - - -	-	<i>Worked by the Waterford and Limerick.</i>					-	-	-	-	-	-
<i>Londonderry and Coleraine</i> - - -	-	<i>Worked by the Belfast and Northern Counties.</i>					-	-	-	-	-	-
<i>Londonderry and Enniskillen</i> - - -	-	<i>Leased to the Irish North-Western.</i>					-	-	-	-	-	-
* <i>Londonderry and Lough Swilly</i> - - -	15	54,802	254	30,733	85,789	-	-	-	-	30,243	Mixed.	30,243

* This is for the year ending 31st January 1870.

† This is for the year ended 30th April 1870.

‡ This includes mixed passengers and goods.

I R E L A N D.

RAILWAYS in IRELAND during the Year ended 31st December 1869.

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.									RECEIPTS (GROSS) FROM GOODS TRAFFIC.				MISCELLANEOUS, RENTS, TOLLS, NAVIGATION STEAMBOATS, &c.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.	NAME OF COMPANY.
RECEIPTS FROM PASSENGERS.					Excess Luggage, Parcels, Carriages, Horses, Dogs, &c.	Mails.	Total Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	Total Receipts from Goods Traffic.				
1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season or Periodical Tickets.	TOTAL from Passengers.											
£	£	£	£	£	£	£	£	£	£	£	£	£	£		
														<i>Athenry and Ennis Junction.</i>	
														<i>Athenry and Tuam.</i>	
														<i>Banbridge Junction.</i>	
														<i>Banbridge, Lisburn, and Belfast.</i>	
5,011	6,895	12,750	1,418	26,074	1,267	228	27,569	7,569	804	4,693	13,066	5,327	45,963	Belfast and County Down.	
15,054	15,922	37,280	2,386	70,642	4,472	4,250	79,364	48,150	2,702	9,346	60,198	1,307	140,869	Belfast and Northern Counties.	
4,637	6,834	10	3,706	15,187	736	45	15,958	-	-	-	-	158	16,116	Belfast, Holywood, and Bangor.	
														<i>Carrickfergus and Larne.</i>	
1,589	4,514	8,009	-	14,112	988	1,350	16,450	12,273	1,623	-	13,896	2,789	33,135	Cork and Bandon.	
														<i>Cork and Kinsale Junction.</i>	
														<i>Cork and Limerick Direct.</i>	
1,111	914	5,430	144	7,599	237	30	7,866	4,418	998	-	5,416	39	13,321	Cork and Macroom Direct.	
2,461	2,878	4,070	1,041	10,450	496	24	10,970	-	-	-	-	166	11,138	Cork, Blackrock, and Passage.	
														<i>Downpatrick, Dundrum, and Newcastle.</i>	
18,551	14,700	14,041	-	47,292	3,314	8,583	59,189	21,605	1,748	-	23,353	827	83,369	Dublin and Belfast Junction.	
17,328	16,669	23,462	1,195	59,154	4,447	6,190	69,791	27,016	4,734	-	31,750	3,060	104,601	Dublin and Drogheda.	
														<i>Dublin and Kingstown.</i>	
1,276	849	2,024	15	4,164	496	11	4,671	1,146	1,431	200	2,777	148	7,596	Dublin and Meath.	
22,132	52,751	43,600	13,831	132,314	6,823	6,125	145,262	31,608	3,941	10,456	36,005	1,781	183,048	Dublin, Wicklow, and Wexford.	
														<i>Enniskillen, Bundoran, and Sligo.</i>	
														<i>Finn Valley.</i>	
82,456	76,636	107,079	-	266,171	25,793	31,452	323,416	189,730	47,555	5,410	242,695	2,037	568,148	<i>Great Northern and Western of Ireland.</i>	
														<i>Great Southern and Western of Ireland.</i>	
8,420	11,392	29,280	540	49,641	3,553	5,000	58,104	57,846	6,357	-	64,203	1,598	123,990	Irish North-western.	
														<i>Kilkenny Junction.</i>	
														<i>Limerick and Castleconnell.</i>	
														<i>Limerick and Ennis.</i>	
														<i>Limerick and Foynes.</i>	
														<i>Londonderry and Coleraine.</i>	
														<i>Londonderry and Enniskillen.</i>	
-	-	Not classified	-	3,555	214	-	3,769	1,213	102	-	1,315	61	5,145	Londonderry and Lough Swilly.	

§ The numbers of the different classes of passengers were not given in the half-year's accounts ending 30th June 1869.

NAME OF COMPANY.	Number of Miles constructed.	PASSENGER TRAFFIC.				Holders of Season or Periodical Tickets.	GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.		
		NUMBER OF PASSENGERS CONVEYED (exclusive of Season and Periodical Tickets).					Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	TOTAL.
		1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL.						
Midland Great Western of Ireland (Including the "Athenry and Ennis Junction" from 1st October 1869, "Athenry and Tuam," "Athlone to Galway," "Dublin and Meath" from 1st June 1869, and "Great Northern and Western of Ireland.")	426	111,644	170,238	691,133	973,015	-	Tons.	Tons.	776,040	445,477	1,221,517
Newry and Armagh	22	16,851	32,745	118,811	168,407	-	-	-	89,012	-	89,012
Newry, Warrenpoint, and Rostrevor	7	17,815	16,680	86,948	121,443	-	-	-	34,040	2,976	37,016
Parsonstown and Portumna Bridge	-	Worked by the Great Southern and Western.									
Portadown, Dungannon, and Omagh Junction	-	Leased to the Ulster.									
Rathkeale and Newcastle Junction	-	Worked by the Waterford and Limerick.									
Ulster (Including the "Banbridge, Lisburn, and Belfast," and "Portadown, Dungannon, and Omagh Junction.")	122	140,122	247,133	909,999	1,297,254	-	46,021	236,893	433,466	185,318	618,784
*Waterford and Central Ireland (Including the "Kilkeenny Junction.")	59	13,995	41,650	46,751	102,396	467	12,334	58,442	120,240	47,930	168,170
Waterford and Limerick (Including the "Limerick and Castlecomell," "Limerick and Ennis," "Limerick and Foynes," and "Rathkeale and Newcastle Junction.")	151	57,964	115,362	351,242	524,588	174	29,042	199,580	265,636	160,964	426,600
Waterford and Tramore	8	57,075	-	69,158	126,233	-	-	2,884	59,715	-	59,715
West Cork	18	2,309	9,707	48,527	60,543	-	-	-	37,692	Mixed.	37,692
TOTAL IRELAND	1,975	1,570,334	3,844,688	7,893,605	13,306,677	12,007	355,818	798,964	5,667,278	2,227,406	7,894,684

* This is for the year ended 25th March 1870.

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.						RECEIPTS (GROSS) FROM GOODS TRAFFIC.				MISCELLANEOUS, RENTS, TOLLS, NAVIGATION STEAMBOATS, &c.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.	NAME OF COMPANY.		
RECEIPTS FROM PASSENGERS.					Excess Luggage, Parcels, Carriages, Horses, Dogs, &c.	Mails.	TOTAL Receipts from Passenger Traffic.	Merchandise.	Live Stock.				Minerals.	TOTAL Receipts from Goods Traffic.
1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season or Periodical Tickets.	TOTAL from Passengers.										
£ 32,370	£ 32,342	£ 70,690	- -	£ 135,902	£ 12,823	£ 17,389	£ 166,113	£ 113,030	£ 51,048	£ 2,666	£ 166,744	£ 11,438	£ 344,345	Midland Great Western of Ireland.
865	1,153	3,101	- -	5,119	271	- -	5,390	5,946	429	- -	6,375	204	11,969	Newry and Armagh.
886	637	2,224	111	3,867	91	- -	3,958	1,230	111	237	1,578	60	5,596	Newry, Warrenpoint, and Ros-trevor. <i>Parsonstown and Portumna Bridge.</i> <i>Portadown, Dungannon, and Omagh Junction.</i> <i>Rathkeale and Newcastle Junction.</i>
17,629	21,145	40,107	- -	78,881	4,890	6,984	90,755	53,958	6,155	4,881	64,994	897	156,646	Ulster.
3,380	6,490	4,353	317	14,540	916	542	15,998	13,734	5,947	2,224	21,905	1,366	39,269	Waterford and Central Ireland.
10,158	14,669	18,599	589	44,005	4,802	3,062	51,869	42,013	17,190	4,045	63,248	4,255	119,372	Waterford and Limerick.
2,694	- -	2,192	400	5,286	114	54	5,454	243	- -	- -	243	61	5,758	Waterford and Tramore.
283	698	2,103	42	3,105	168	30	3,303	2,279	630	- -	2,909	306	6,518	West Cork.
248,779	288,578	430,404	25,744	993,505 + 3,555 997,060	78,900	91,349	1,165,309	625,007	153,505	44,158	822,670	37,982	2,025,911	TOTAL IRELAND.

† Receipts not classified.

PART III.

WORKING EXPENDITURE, ROLLING STOCK, &c.

RETURN of the WORKING EXPENDITURE, ROLLING STOCK, &c. of the several RAILWAY COMPANIES, in ENGLAND and WALES, SCOTLAND, and IRELAND, during the Year ended 31st December 1869.

ENGLAND AND WALES. - - - -

RETURN of the WORKING EXPENDITURE, ROLLING STOCK, &c. of the

NAME OF COMPANY.	Miles Constructed.	WORKING EXPENDITURE.									
		Maintenance of Way, Works, &c.	Locomotive Power.	Repairs and Renewals of Carriages and Waggon.	Traffic Expenses.	General Charges.	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.
<i>Aberdare</i>	<i>M.</i>	<i>£</i>	<i>£</i>	<i>£</i>	<i>£</i>	<i>£</i>	<i>£</i>	<i>£</i>	<i>£</i>	<i>£</i>	<i>£</i>
<i>Abingdon</i>	<i>Leased to the Taff Vale.</i>										
<i>Anglesey Central</i>	<i>Worked by the Great Western.</i>										
<i>Aylesbury and Buckingham</i>	18	1,773	1,583	-	1,162	1,028	129	91	-	-	48
<i>Bala and Dolgelly</i>	<i>No information.</i>										
<i>Berks and Hants Extension</i>	<i>Worked by the Great Western.</i>										
<i>Birkenhead</i>	<i>Worked by the Great Western.</i>										
<i>Birmingham, Wolverhampton, and Stour Valley</i>	<i>Vested jointly in the Great Western and London and North-Western.</i>										
<i>Bishop's Castle</i>	<i>Leased to the London and North-Western.</i>										
<i>Bishop's Waltham</i>	<i>In Chancery.</i>										
<i>Blackpool and Lytham</i>	<i>Worked by the London and South-Western.</i>										
<i>Blyth and Tyne</i>	8	492	633	19	375	183	107	43	-	-	18
<i>*Bodmin and Wadebridge</i>	38	12,593	23,091	6,652	11,269	1,928	3,684	414	1,530	182	2,303
<i>Bourton-on-the-Water</i>	14	544	222	182	226	114	19	3	-	-	-
<i>Brecon and Merthyr Tydfil Junction</i>	<i>Worked by the Great Western.</i>										
<i>Bridport</i>	61	10,000	12,266	3,762	7,762	3,170	1,725	93	-	452	347
<i>Bristol and Exeter</i>	<i>Leased to the Great Western.</i>										
<i>Bristol and Portishead Pier and Railway</i>	155	40,858	48,825	15,459	53,358	12,441	10,651	8,115	467	280	2,733
<i>Bristol and South Wales Union</i>	9	1,319	2,061	724	2,036	845	152	190	-	-	-
<i>Bristol Port Railway and Pier</i>	<i>Worked by the Great Western.</i>										
<i>Briton Ferry Floating Dock</i>	<i>In Chancery (no Accounts).</i>										
<i>Buckinghamshire</i>	<i>Worked by the Great Western.</i>										
<i>Buckley</i>	<i>Leased to the London and North-Western.</i>										
<i>Calne</i>	<i>Worked by the Wrexham, Mold, and Connah's Quay.</i>										
<i>Cambrian</i>	<i>Worked by the Great Western.</i>										
<i>Cannock Mineral</i>	180	36,304	18,489	8,118	18,451	7,002	2,229	1,087	690	914	2,414
<i>Cardiff and Merthyr</i>	<i>Leased to the London and North-Western.</i>										
<i>Cardiff and Rhymney</i>	19	1,521	2,591	1,299	2,017	495	58	255	-	-	1,419
<i>Cardiff and Taff Vale</i>	20	2,063	1,906	844	2,414	1,516	415	307	-	18	50
<i>Cheshire Lines Committee</i>	40	7,520	28,847	1,315	28,008	4,880	2,765	519	146	1,766	678
<i>Chester and Holyhead</i>	<i>See the London and North-Western.</i>										
<i>Cockermouth, Keswick, and Penrith</i>	32	2,337	9,416	-	3,183	1,528	544	359	218	27	25
<i>Colchester, Stour Valley, Sudbury, and Halstead</i>	<i>Leased to the Great Eastern.</i>										
<i>Coleford, Monmouth, Usk, and Pontypool</i>	<i>Leased to the Great Western.</i>										
<i>Colne Valley and Halstead</i>	19	2,281	1,193	165	2,097	813	145	61	-	-	75
<i>Cornwall</i>	68	16,755	11,489	2,463	10,942	3,545	709	1,414	-	231	85
<i>Corwen and Bala</i>	<i>Worked by the Great Western.</i>										
<i>Cowbridge</i>	<i>Worked by the Taff Vale.</i>										
<i>Cowes and Newport</i>	5	467	-	63	†1,688	234	70	150	-	-	-
<i>Cromford and High Peak</i>	<i>Leased to the London and North-Western.</i>										
<i>Crystal Palace and South London Junction</i>	<i>Worked by the London, Chatham, and Dover.</i>										
<i>Dare Valley</i>	<i>Worked by the Taff Vale.</i>										
<i>Dartmouth and Torbay</i>	<i>Leased to the South Devon.</i>										

* This is for the half year ending 31st December 1869, only.

† Paid to Contractor for working line.

ENGLAND AND WALES.

several RAILWAY COMPANIES during the YEAR ended 31st December 1869.

						ROLLING STOCK.							NAME OF COMPANY.
Steamboat, Canal, and Harbour Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Total Receipts, as given in the Traffic Return.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	Locomotives.	Coaching.		Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggons used on the Railway not included in the preceding Columns.	Total of the Five preceding Columns.		
							Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.					
£	£	£	£	£		No.	No.	No.	No.	No.	No.		
-	-	338	6,162	5,913	Deficiency, 249	104	-	-	-	Hired.	-	-	Aberdare.
-	-	-	-	-	-	-	-	-	-	-	-	-	Abingdon.
-	-	-	-	-	-	-	-	-	-	-	-	-	Anglesey Central.
-	-	-	-	-	-	-	-	-	-	-	-	-	Aylesbury and Buckingham.
-	-	-	-	-	-	-	-	-	-	-	-	-	Bala and Dolgelly.
-	-	-	-	-	-	-	-	-	-	-	-	-	Berks and Hants Extension.
-	-	-	-	-	-	-	-	-	-	-	-	-	Birkenhead.
-	-	-	-	-	-	-	-	-	-	-	-	-	Birmingham, Wolverhampton, and Stour Valley.
-	-	-	-	-	-	-	-	-	-	-	-	-	Bishop's Castle.
-	-	-	-	-	-	-	-	-	-	-	-	-	Bishop's Waltham.
-	-	-	1,960	3,735	1,875	50	2	18	-	4	-	24	Blackpool and Lytham.
-	-	-	63,624	123,299	59,675	52	35	58	-	3,010	10	3,113	Blyth and Tyne.
-	23	1,333	1,122	Deficiency, 211	118	1	4	-	-	83	1	94	Bodmin and Wadebridge.
-	-	-	39,577	58,105	18,528	63	25	40	2	442	86	595	Bourton-on-the-Water.
-	-	-	-	-	-	-	-	-	-	-	-	-	Brecon and Merthyr Tydfil Junction.
1,714	2,122	197,032	406,486	209,454	48	84	176	85	1,602	35	1,962	-	Bridport.
-	-	7,226	7,929	703	91	Supplied by the Bristol and Exeter Company.							Bristol and Exeter.
-	-	-	-	-	-	-	-	-	-	-	-	-	Bristol and Portishead Pier and Railway.
-	-	-	-	-	-	-	-	-	-	-	-	-	Bristol and South Wales Union.
-	-	-	-	-	-	-	-	-	-	-	-	-	Bristol Port Railway and Pier.
-	-	-	-	-	-	-	-	-	-	-	-	-	Briton Ferry Floating Dock.
-	-	-	-	-	-	-	-	-	-	-	-	-	Buckinghamshire.
-	-	-	-	-	-	-	-	-	-	-	-	-	Buckley.
-	-	539	196,247	145,903	49,056	66	40	92	15	1,229	6	1,382	Calne.
-	-	-	-	-	-	-	-	-	-	-	-	-	Cambrian.
-	-	694	10,349	14,442	4,093	72	-	-	-	Hired.	-	-	Cannock Mineral.
-	-	-	9,523	15,870	6,347	20	2	10	2	66	-	80	Cardiff and Cardigan.
-	-	7,570	84,614	89,444	4,830	90	-	39	11	14	-	64	Carmarvonshire.
-	-	-	-	-	-	-	-	-	-	-	-	-	Cheshire Lines Committee.
-	-	100	17,737	29,364	11,627	60	The Rolling Stock for the Passenger and Goods Traffic is provided by the London and North Western Company, and for the Mineral Traffic by the Stockton and Darlington Company.						Chester and Holyhead.
-	-	751	7,581	7,337	Deficiency, 194	103	3	13	-	23	1	45	Cockermouth, Keswick, and Penrith.
-	-	-	47,623	98,175	50,552	48	-	44	23	155	12	234	Colchester, Stour Valley, Sudbury, and Halstead.
-	-	-	-	-	-	-	-	-	-	-	-	-	Coleford, Monmouth, Usk, and Pontypool.
-	-	-	-	-	-	-	-	-	-	-	-	-	Cole Valley and Halstead.
-	-	638	3,330	4,418	1,088	75	-	-	-	Nil.	-	-	Cornwall.
-	-	-	-	-	-	-	-	-	-	-	-	-	Corwen and Bala.
-	-	-	-	-	-	-	-	-	-	-	-	-	Cowbridge.
-	-	-	-	-	-	-	-	-	-	-	-	-	Cowes and Newport.
-	-	-	-	-	-	-	-	-	-	-	-	-	Cromford and High Peak.
-	-	-	-	-	-	-	-	-	-	-	-	-	Crystal Palace and South London Junction.
-	-	-	-	-	-	-	-	-	-	-	-	-	Dare Valley.
-	-	-	-	-	-	-	-	-	-	-	-	-	Dartmouth and Torbay.

† Less £90, general interest account prescribed by the Company's Act, 1863.

NAME OF COMPANY.	WORKING EXPENDITURE.										
	Miles Constructed.	Maintenance of Way, Works, &c.	Locomotive Power.	Repairs and Renewals of Carriages and Waggon.	Traffic Expenses.	General Charges.	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.
	M.	£	£	£	£	£	£	£	£	£	£
Denbigh, Ruthin, and Corwen	19	1,437	2,230	110	2,651	753	215	116	-	-	-
Devon and Cornwall	Worked by the London and South-Western.										
Dowlais	No information.										
East Lincolnshire	See the Great Northern.										
East Somerset	Worked by the Great Western.										
Ely, Haddenham, and Sutton	Worked by the Great Eastern.										
Ely Valley	Worked by the Great Western.										
Evesham and Redditch	Worked by the Midland.										
Exeter and Crediton	Leased to the London and South-Western.										
Faringdon	Worked by the Great Western.										
Festiniog	14	1,692	1,792	2,006	3,205	750	775	178	-	7	-
Furness	113	39,562	23,121	13,236	24,453	8,066	3,847	912	148	91	231
Garston and Liverpool	Included in Cheshire Lines Committee.										
Gloucester and Dean Forest	Leased to the Great Western.										
Great Eastern (Including the "Colechester, Stour Valley, Sudbury, and Halstead," "Ely, Haddenham and Sutton," "London and Blackwall," "Lowestoft," "Lynn and Hunstanton," "Mellis and Eye," "Northern and Eastern," "Saffron Walden," "Tendring Hundred," "Tendring Hundred Extension," "Tottenham and Hampstead," "West Norfolk," and "Wivenhoe and Brightlingsea.")	871	181,634	269,690	87,058	311,075	46,793	45,228	30,352	11,005	5,840	16,383
Great Northern (Including the "East Lincolnshire," "Hatfield and St. Albans," "Horncastle," "Nottingham and Grantham," "Ramey," "Royston and Hitchin," "Spilsby and Firsby," and half the "Midland and Eastern," and "Norwich and Spalding.")	609	199,331	297,428	96,255	311,610	54,724	42,792	27,424	23,078	10,936	9,364
Great North of England, Clarence, and Hartlepool Junction.	Leased to the North-Eastern.										
Great Western* (Including the "Abingdon," "Bala and Dolgelly," "Berks and Hants Extension," "Bourton-on-the-Water," "Bridport," "Bristol and South Wales Union," "Briton Ferry Floating Dock," "Caine," "Coleford, Monmouth, Usk, and Pontypool," "Corwen and Bala," "East Somerset," "Ely Valley," "Faringdon," "Forest of Dean Central," "Great Western and Brentford," "Leominster and Kington," "Llangollen and Corwen," "Marlborough," "Milford," "Much Wenlock and Severn Junction," "Nantwich and Market Drayton," "Severn Valley," "Stourbridge," "Stratford-on-Avon," "Teubury and Bewdley," "Vale of Llangollen," "Wallingford and Watlington," "Wellington and Drayton," "Wellington and Severn Junction," "Wenlock," and the "Witney," and half of the "Birkenhead," "Hammersmith and City Junction," "Ludlow and Cleehill," "Shrewsbury and Hereford," "Shrewsbury and Welshpool," "Tenbury," "West London," "Weymouth and Portland," and part of the "Victoria Station and Pimlico," and "West London Extension.")	1,387	367,965	507,562	188,807	576,345	92,492	76,890	58,333	20,000	15,966	26,207
Great Western and Brentford	Leased to the Great Western.										
Hammersmith and City Junction	Vested in the Great Western and Metropolitan.										
Hatfield and St. Albans	Worked by the Great Northern.										
Hereford, Hay, and Brecon	26	1,428	-	-	548†	1,092	419	146	-	68	609
Horncastle	Worked by the Great Northern.										
Hoylake	No information.										
Hexham and Allendale	12	506	903	-	513	356	30	33	-	8	-
Hull and Selby	Leased to the North-Eastern.										
Isle of Wight	12	2,742	3,621	882	1,884	2,177	500	764	-	7	458
Keighley and Worth Valley	Worked by the Midland.										
Kendal and Windermere	Leased to the London and North-Western.										
Kent Coast	Worked by the London, Chatham, and Dover.										
Kettering, Thrapstone, and Huntingdon	Worked by the Midland.										
Lancashire and Yorkshire	423	193,165	261,335	76,032	460,501	27,808	45,857	24,451	19,890	4,217	7,292
Lancaster and Carlisle	Leased to the London and North-Western.										
Launceston and South Devon	Worked by the South Devon.										
Leominster and Kington	Worked by the Great Western.										
Liskeard and Caradon (Including the "Liskeard and Looe Union Canal.")	17	1,108	3,021	635	2,957	174	179	-	-	-	7
Liskeard and Looe Union Canal	Worked by the Liskeard and Caradon.										

* This is for the year ending 31st January 1870.

† This amount is for the half year ending 31st December only.

							ROLLING STOCK.						NAME OF COMPANY.
Steamboat, Canal, and Harbour Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Total Receipts, as given in the Traffic Return.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	Locomotives.	Coaching.		Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggons used on the Railway, not included in the preceding Column.	Total of the Five preceding Columns.		
							Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.					
£	£	£	£	£			No.	No.				No.	
-	-	7,512	10,619	3,107	71	3	-	-	4	4	11	Denbigh, Ruthin, and Corwen.	
												Devon and Cornwall.	
												Dowlais.	
												East Lincolnshire.	
												East Somerset.	
												Ely, Haddenham, and Sutton.	
												Ely Valley.	
												Evesham and Redditch.	
												Exeter and Crediton.	
												Faringdon.	
-	417	10,822	36,947	26,125	29	7	46	6	40	352	951	Festiniog.	
4,657	-	123,399	287,572	164,173	43	52	86	29	2,767	24	2,958	Furness.	
												Garston and Liverpool.	
												Gloucester and Dean Forest.	
79,861	-	1,084,933	2,139,105	1,054,172	51	413	1,099	430	8,945	178	11,065	Great Eastern.	
7,695	4,460	1,090,597	2,163,925	1,073,328	50	403	897	296	10,217	908	12,811	Great Northern.	
8,963	53,333	1,991,887	4,161,061	2,169,194	48	903	1,581	841	17,693	509	21,527	Great North of England, Clarence, and Hartlepool Junction.	
												Great Western.*	
												Great Western and Brentford.	
												Hammersmith and City Junction.	
												Hatfield and St. Albans.	
-	675	4,965	19,389	14,404	26	The Line was worked from the 1st Jan. to the 30th Sept. by the "Mid-Wales Company" and from the 1st Oct. to 31st Dec. by the "Midland Company."						Hereford, Hay, and Brecon.	
												Horncastle.	
												Hoylake.	
-	-	2,358	3,613	1,255	65	Hired from the North Eastern Railway Company.						Hexham and Allendale.	
												Hull and Selby.	
-	62	13,097	20,013	6,916	65	5	22	6	62	1	96	Isle of Wight.	
												Keighley and Worth Valley.	
												Kendal and Windermere.	
												Kent Coast.	
33,180	-	1,153,268	2,553,293	1,400,025	45	477	1,436	268	13,881	32	16,094	Kettering, Thrapstone, and Huntingdon.	
												Lancashire and Yorkshire.	
												Lancaster and Carlisle.	
												Launceston and South Devon.	
												Leominster and Kingston.	
6,302	96	14,619	16,606	1,989	88	4	-	-	48	-	52	Liskeard and Caradon.	
												Liskeard and Looe Union Canal.	

NAME OF COMPANY.	WORKING EXPENDITURE.										
	Miles Constructed.	Maintenance of Way, Works, &c.	Locomotive Power.	Repairs and Renewals of Carriages and Waggon.	Traffic Expenses.	General Charges.	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.
	No.	£	£	£	£	£	£	£	£	£	£
Llanelli Railway and Dock (Including half the "Vale of Towy.")	71	11,307	14,171	4,362	9,628	4,112	1,940	186	476	230	173
Llangollen and Corwen	Worked by the Great Western.										
Llantrisant and Taff Vale Junction	Worked by the Taff Vale.										
Llynvi and Ogmore	30	3,683	4,885	1,183	4,583	1,956	1,652	136	-	132	-
London and Blackwall	Leased to the Great Eastern.										
London and Greenwich	Leased to the South Eastern.										
London and North-Western (Including the "Birmingham, Wolverhampton and Stour Valley," "Buckinghamshire," "Cannock Mineral," "Chester and Holyhead and Branches," "Cromford and High Peak," "Kendal and Windermere," "Lancaster and Carlisle," "North Union," "Shropshire Union," "Watford and Rickmansworth," half of the "Birkenhead and Branches," "Ludlow and Cleehill," "Shrewsbury and Hereford," "Tanbury," "Vale of Towy," and part of the "West London" and "West London Extension.")	1,477	537,510	808,916	275,130	952,009	122,392	115,815	84,354	73,804	36,502	54,129
London and South-Western (Including the "Bishops Waltham," "Devon and Cornwall," "Exeter and Crediton," "Lymington," "Mid Hants," "Ringwood, Christchurch, and Bournemouth," "Salisbury and Dorset," "Salisbury and Yeovil," "Salisbury Railway and Market House," "Seaton and Beer," "Staines, Wokingham, and Woking," "Stokes Bay Railway and Pier," half the "Weymouth and Portland," and part of the "West London Extension.")	657	186,727	203,965	60,487	276,536	38,351	49,961	38,750	3,556	4,108	6,588
London, Brighton, and South Coast (Including part of the "Victoria Station and Pimlico," and "West London Extension.")	351	107,109	166,550	45,589	181,941	24,619	50,795	30,627	47,457	2,821	11,013
London, Chatham, and Dover (Including the "Crystal Palace and South London Junction," "Kent Coast," "Mid Kent (Bromley to St. Mary's Cray)," "Sevenoaks, Maidstone, and Tunbridge," "Sittingbourne and Sheerness," and part of the "Victoria Station and Pimlico.")	139	63,111	86,451	24,600	102,971	24,542	20,843	13,254	4,218	1,396	12,230
Londonderry (Seaham to Sunderland) (Private property.)	No information.										
London, Tilbury, and Southend	45	12,890	11,466	4,930	9,014	3,727	1,372	1,131	148	-	-
Lowestoft	Leased to the Great Eastern.										
Ludlow and Clee Hill	Worked by the London and North-Western and Great Western.										
Lymington	Worked by the London and South-Western.										
Lynn and Hunstanton	Worked by the Great Eastern.										
Manchester and Milford	45	1,991	3,330	816	2,732	950	241	213	-	41	-
Manchester, Buxton, Mallock, and Midlands Junction	Leased to the London and North-Western and Midland, and worked by the Midland.										
Manchester, Sheffield, and Lincolnshire (Including the "South Yorkshire and River Dun.")	333	84,921	109,442	39,570	143,393	25,564	17,770	7,500	5,804	4,048	9,060
Manchester, South Junction, and Altrincham	Joint property of the London and North-Western and Manchester, Sheffield, and Lincolnshire.										
Marlborough	Worked by the Great Western.										
Maryport and Carlisle	41	8,604	11,104	5,266	7,700	2,203	1,572	632	40	-	123
Mellis and Eys	Worked by the Great Eastern.										
Metropolitan (Including the "Metropolitan and St. John's Wood," "Metropolitan District," and half the "Hammersmith and City Junction.")	15	15,723	53,567	8,295	21,180	18,548	17,605	12,875	12,598	206	2,143
Metropolitan and St. John's Wood	Worked by the Metropolitan.										
Metropolitan District	Worked by the Metropolitan.										
Mid-Hants	Worked by the London and South-Western.										
Mid-Kent (Bromley to St. Mary's Cray)	Leased to the London, Chatham, and Dover.										
Midland (Including the "Evesham and Redditch," "Keighley and Worth Valley," "Kettering, Thrapstone, and Huntingdon," "Manchester, Buxton, Mallock, and Midlands Junction," "Midland and South-Western Junction," "North-Western," "Peterborough, Wisbeach, and Sutton," "Redditch," "Stonehouse and Nailsworth," "Tewkesbury and Malvern," half the "Furness and Midland," "Great Western" from Malvern Wells Junction to Malvern Link Station, "Midland and Eastern," "Norwich and Spalding," and "Otley and Tilly" Joint Lines.)	947	291,285	496,677	118,358	536,602	55,993	65,969	31,067	24,988	16,917	14,353
Midland and Eastern	Worked by the Great Northern and Midland.										
Midland Counties and South Wales	7	280	1,055	-	530	168	20	-	-	-	25
Mid-Wales	18	5,476	7,336	1,185	5,198	3,746	446	123	268	-	92

			Total Receipts, as given in the Traffic Return.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK.							NAME OF COMPANY.
Steamboat, Canal, and Harbour Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.				Locomotives.	Coaching.		Wagons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Wagons used on the Railway not included in the preceding Columns.	Total of the Five preceding Columns.		
							Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.					
£	£	£	£	£		No.	No.	No.	No.	No.	No.		
-	6,641	53,226	73,382	20,150	72	20	29	3	863	-	915	Llanelli Railway and Dock.	
												Llangollen and Corwen.	
												Llantrissant and Taff Vale Junction.	
2,373	-	20,617	44,005	23,388	47	10	13	7	779	-	809	Llynvi and Ogmore.	
												London and Blackwall.	
												London and Greenwich.	
67,457	53,414	3,180,523	6,682,251	3,501,739	47	1,549	2,367	1,447	25,839	2,589	33,851	London and North-Western.	
-	59,527	928,456	1,808,438	879,963	51	280	1,266	466	4,719	168	6,839	London and South-Western.	
-	92	668,593	1,366,600	598,067	53	256	1,346	391	3,760	275	6,028	London, Brighton, and South Coast.	
53,886	10,329	417,786	695,420	277,634	60	112	570	113	946	42	1,783	London, Chatham, and Dover.	
												Londonderry (Seaham to Sunderland).	
-	-	44,678	66,174	21,496	67	Supplied by the Great Eastern Railway Company, who work the Line under a contract.						London, Tilbury, and Southend.	
												Lowestoft.	
												Ludlow and Clees Hill.	
												Lymington.	
												Lynn and Hunstanton.	
5	2,135	12,504	17,007	4,503	73	3	6	-	76	1	85	Manchester and Milford.	
167,626	24,090	578,788	1,242,637	663,846	47	270	429	104	7,431	-	8,234	Manchester, Burton, Matlock, and Midlands Junction.	
												Manchester, Sheffield, and Lincolnshire.	
-	2,213	39,466	92,213	52,747	43	19	29	14	1,103	29	1,194	Manchester, South Junction, and Altrincham.	
												Marlborough.	
-	5,055	167,795	436,026	268,331	38	44	145	-	2	11	202	Maryport and Carlisle.	
												Mells and Eye.	
												Metropolitan.	
												Metropolitan and St. John's Wood.	
												Metropolitan District.	
												Mid-Hants.	
-	12,805	1,665,063	3,505,450	1,840,367	47	736	1,609	342	17,060	-	19,747	Mid-Kent (Bromley to St. Mary's Cray).	
												Midland.	
-	-	2,067	2,120	63	97	-	-	-	Hired	-	-	Midland and Eastern.	
-	-	23,370	33,197	9,327	73	8	44	-	374	40	466	Midland Counties and South Wales.	
												Mid-Wales.	

NAME OF COMPANY.	WORKING EXPENDITURE.										
	Miles constructed.	Maintenance of Way, Works, &c.	Locomotive Power.	Repairs and Renewals of Carriages and Waggon.	Traffic Expenses.	General Charges.	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.
	No.	£	£	£	£	£	£	£	£	£	£
<i>Milford</i>	<i>Worked by the Great Western.</i>										
Monmouthshire Railway and Canal	51	16,596	18,428	3,923	17,465	4,979	6,601	264	310	34	533
<i>Moretonhampstead and South Devon</i>	<i>Leased to the South Devon.</i>										
<i>Mowddwy</i>	<i>No information.</i>										
<i>Much Wenlock and Severn Junction</i>	<i>Worked by the Great Western.</i>										
<i>Nantwich and Market Drayton</i>	<i>Worked by the Great Western.</i>										
Neath and Brecon	33	2,480	3,514	87	2,797	1,442	155	36	10	-	53
Newport Pagnell	<i>No information.</i>										
North and South-Western Junction	5	3,685	-	-	1,856	1,101	345	468	-	-	20
North-Eastern (Including the "Great North of England, Clarence, and Hartlepool," and the "Hall and Selby.")	1,275	368,067	574,664	281,018	407,141	57,778	86,619	30,231	30,312	4,964	9,806
<i>Northern and Eastern</i>	<i>Leased to the Great Eastern.</i>										
North London	12	17,803	62,789	15,165	50,179	7,050	11,084	5,210	5,904	53	904
North Staffordshire	182	41,660	48,807	20,351	52,671	16,660	4,004	2,867	2,184	-	2,138
<i>North Union</i>	<i>Leased to the Lancashire and Yorkshire and London and North-Western.</i>										
<i>North-Western</i>	<i>Leased to the Midland.</i>										
<i>Norwich and Spalding</i>	<i>Worked by the Great Northern and Midland.</i>										
<i>Nottingham and Grantham Railway and Canal</i>	<i>Leased to the Great Northern.</i>										
Oldham, Ashton-under-Lyne, and Guide Bridge Junction.	6	2,231	5,217	-	3,274	642	61	67	-	-	331
Pembroke and Tenby	41	1,555	2,777	480	2,179	751	244	165	74	36	-
<i>Penarth Harbour, Dock, and Railway</i>	<i>Leased to the Taff Vale.</i>										
<i>Peterborough, Wisbeach, and Sutton</i>	<i>Worked by the Midland.</i>										
Potteries, Shrewsbury, and North Wales	18	1,103	1,084	389	1,127	999	111	23	-	-	-
<i>Preston and Wyre</i>	<i>Leased to the London and North-Western and Lancashire and Yorkshire.</i>										
<i>Ramsey</i>	<i>Worked by the Great Northern.</i>										
<i>Redditch</i>	<i>Worked by the Midland.</i>										
Rhymney	25	7,006	13,820	1,468	4,399	2,596	1,266	31	-	188	906
<i>Ringwood, Christchurch, and Bournemouth</i>	<i>Worked by the London and South-Western.</i>										
<i>Royston and Hitchin</i>	<i>Leased to the Great Northern.</i>										
Ryde Pier	1	1,082	-	-	2,245	246	549	45	60	2	147
<i>Saffron Walden</i>	<i>Worked by the Great Eastern.</i>										
<i>Salisbury and Dorset Junction</i>	<i>Worked by the London and South-Western.</i>										
<i>Salisbury and Yeovil</i>	<i>Leased to the London and South-Western.</i>										
<i>Salisbury Railway and Market House</i>	<i>Worked by the London and South-Western.</i>										
Saundersfoot Railway and Harbour	<i>No information.</i>										
<i>Seaton and Beer</i>	<i>Worked by the London and South-Western.</i>										
<i>Sevenoaks, Maidstone, and Tunbridge</i>	<i>Worked by the London, Chatham, and Dover.</i>										
Severn and Wye†	27	4,547	1,276	-	12	1,508	804	-	-	-	189
<i>Severn Valley</i>	<i>Leased to the Great Western.</i>										
<i>Shrewsbury and Hereford</i>	<i>Leased to the Great Western and London and North-Western.</i>										
<i>Shropshire Union Railways and Canal</i>	<i>Leased to the London and North-Western.</i>										
Sirhowy	16	2,462	3,633	466	2,465	892	1,038	24	-	-	75
<i>Sittingbourne and Sheerness</i>	<i>Leased to the London, Chatham, and Dover.</i>										
Somerset and Dorset	66	6,336	8,461	1,976	13,084	3,906	593	671	-	205	-
South Devon (Including the "Dartmouth and Torbay," "Launceston and South Devon," and "Moretonhampstead and South Devon.")	112	23,837	26,265	6,721	31,336	7,536	8,518	4,137	2,200	466	348
South-Eastern† (Including the "London and Greenwich.")	327	125,912	154,361	45,210	200,005	48,053	61,682	36,340	4,427	2,786	9,540
<i>South Wales Mineral</i>	<i>Leased to the Glyncofwrwg Coal Company.</i>										
<i>South Yorkshire and River Dun</i>	<i>Leased to the Manchester, Sheffield, and Lincolnshire.</i>										

* Including 18,990*l.* received for working other lines.

† This is for the year ending 31st March 1870.

						ROLLING STOCK.						NAME OF COMPANY.
Steam Boats, Canal, and Harbour Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Total Receipts, as given in the Traffic Return.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	Locomotives.	Coaching.		Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggons used on the Railway not included in the preceding Column.	Total of the Five preceding Columns.	
							Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.				
£	£	£	£	£		No.	No.	No.	No.	No.	No.	
2,340	1,811	73,301	152,343	79,042	48	38	40	8	379	31	496	Milford.
												Monmouthshire Railway and Canal.
												Morstonhampstead and South Devon.
												Mowddwy.
												Much Wenlock and Severn Junction.
												Nantwich and Market Drayton.
												Neath and Brecon.
												Newport Pagnell.
												North and South-Western Junction.
												North-Eastern.
												Northern and Eastern.
												North London.
												North Staffordshire.
												North Union.
												North-Western.
												Norwich and Spalding.
												Nottingham and Grantham Railway and Canal.
												Oldham, Ashton-under-Lyne, and Guide Bridge Junction.
												Pembroke and Tenby.
												Penarth Harbour, Dock, and Railway.
												Peterborough, Wisbeach, and Sutton.
												Potteries, Shrewsbury, and North Wales.
												Preston and Wyre.
												Ramesey.
												Redditch.
												Rhymney.
												Ringwood, Christchurch, and Bournemouth.
												Royston and Hitchin.
												Ryde Pier.
												Saffron Walden.
												Salisbury and Dorset Junction.
												Salisbury and Yeovil.
												Salisbury Railway and Market House.
												Saundersfoot Railway and Harbour.
												Seaton and Beer.
												Sevenoaks, Maidstone, and Tunbridge.
												Severn and Wye.
												Severn Valley.
												Shrewsbury and Hereford.
												Shropshire Union Railways and Canal.
												Sirhowy.
												Sittingbourne and Sheerness.
												Somerset and Dorset.
												South Devon.
												South-Eastern.
												South Wales Mineral.
												South Yorkshire and River Don.

† This is for the year ending 31st January 1870.

NAME OF COMPANY.	Miles constructed.	WORKING EXPENDITURE.									
		Maintenance of Way, Works, &c.	Locomotive Power.	Repairs and Renewals of Carriages and Waggon.	Traffic Expenses.	General Charges.	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.
	No.	£	£	£	£	£	£	£	£	£	£
<i>Spilsby and Firsby</i>		<i>Worked by the Great Northern.</i>									
<i>Stafford and Uttoxeter</i>		<i>No information.</i>									
<i>Staines, Wokingham, and Woking</i>		<i>Leased to the London and South-Western.</i>									
<i>Stamford and Essendine</i>	13	440	1,617	6	2,144	171	108	52	-	13	100
<i>Stokes Bay Railway and Pier</i>		<i>Worked by the London and South-Western.</i>									
<i>Stonehouse and Nailsworth</i>		<i>Leased to the Midland.</i>									
<i>Stourbridge</i>		<i>Worked by the Great Western.</i>									
<i>Stratford-upon-Avon</i>		<i>Worked by the Great Western.</i>									
<i>Swansea Vale</i>	20	4,149	2,909	620	2,560	1,125	1,153	35	-	27	-
<i>Taff Vale</i> (Including the "Aberdare," "Cowbridge," "Dare Valley," "Llantrissant and Taff Vale Junction," and "Penarth Harbour, Dock, and Railway.")	73	30,012	38,957	22,652	32,088	10,063	15,314	1,463	47	21	1,48
<i>Talylyn</i> *	7	339	337	183	587	205	163	2	-	4	-
<i>Tees Valley</i>		<i>Worked by the North-Eastern.</i>									
<i>Tenbury</i>		<i>Leased to the Great Western and London and North-Western.</i>									
<i>Tenbury and Bowdley</i>		<i>Worked by the Great Western.</i>									
<i>Tendring Hundred</i>	}	<i>Worked by the Great Eastern.</i>									
<i>Tendring Hundred Extension</i>											
<i>Tevesbury and Malvern</i>											
<i>Tottenham and Hampstead</i>		<i>Worked by the Great Eastern.</i>									
<i>Trent, Ancholme, and Grimsby</i>	14	2,905	4,861	-	1,188	960	162	41	-	-	-
<i>Vale of Llangollen</i>		<i>Worked by the Great-Western.</i>									
<i>Vale of Towy</i>		<i>Leased to the Llanelly and London and North-Western.</i>									
<i>Victoria Station and Pimlico</i>		<i>Line used by the London, Brighton, and South Coast, London, Chatham, and Dover, and Great Western.</i>									
<i>Wallingford and Watlington</i>		<i>Worked by the Great Western.</i>									
<i>Watford and Rickmansworth</i>		<i>Worked by the London and North-Western.</i>									
<i>Wellington and Drayton</i>		<i>Worked by the Great Western.</i>									
<i>Wellington and Severn Junction</i>		<i>Leased to the Great Western.</i>									
<i>West Cornwall Committee</i>		<i>Worked by the Great Western, South Devon, and Bristol and Exeter Railway Companies.</i>									
<i>West London</i>		<i>Leased to the Great Western and London and North-Western.</i>									
<i>West London Extension</i>		<i>Line used by the London and North-Western, Great Western, London and South-Western, and London, Brighton, and South Coast.</i>									
<i>West Norfolk Junction</i>		<i>Worked by the Great Eastern.</i>									
<i>West Somerset</i>		<i>Leased to the Bristol and Exeter.</i>									
<i>West Somerset Mineral</i>	12	1,320	-	-	-	877	224	-	-	-	410
<i>Weymouth and Portland</i>		<i>Worked by the London and South-Western and Great Western.</i>									
<i>Whitehaven, Cleator, and Egremont</i>	21	4,169	5,941	2,904	5,116	1,502	523	118	20	-	425
<i>Willoughby de Eresby's, Lord—(Edenham to Little Bytham). (Private Property.)</i>		<i>No information.</i>									
<i>Witney</i>		<i>Worked by the Great Western.</i>									
<i>Wivenhoe and Brightlingsea</i>		<i>Worked by the Great Eastern.</i>									
<i>Wrexham, Mold, and Connah's Quay (Including the "Buckley.")</i>	16	859	1,762	201	2,388	904	90	23	-	53	199
TOTAL ENGLAND AND WALES	10,773½	3,123,233	4,469,658	1,469,887	4,934,058	767,617	782,468	458,985	300,476	116,302	209,977

* This is for the Year ending 31st March 1870.

							ROLLING STOCK.						NAME OF COMPANY.
Steam Boat, Canal, and Harbour Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Total Receipts, as given in the Traffic Return.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	Locomotives.	Coaching.		Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggons used on the Railway, not included in the preceding Columns.	Total of the Five preceding Columns.		
							Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.					
£	£	£	£	£		No.	No.	No.	No.	No.	No.		
-	-	4,651	5,001	950	83	3	8	-	-	-	-	11	Spilsby and Firsby. Stafford and Uttoxeter. Staines, Wokingham, and Woking. Stamford and Essendine. Stokes Bay Railway and Pier. Stonehouse and Nailsworth. Stourbridge. Stratford-upon-Avon. Swansea Vale.
-	1,148	14,685	26,646	11,961	65	11	14	1	164	-	-	190	Taff Vale.
11,544	30,568	204,132	410,387	206,255	49	81	76	10	2,690	-	-	2,857	Talylllyn. Tees Valley. Tenbury. Tenbury and Bewdley. Tendring Hundred. Tendring Hundred Extension. Tewkesbury and Malvern. Tottenham and Hampstead. Trent, Ancholme, and Grimsby.
-	-	1,820	1,738	82 deficiency	105	2	4	1	109	-	-	116	Vale of Llangollen. Vale of Towy. Victoria Station and Pimlico. Wallingford and Watlington. Watford and Rickmansworth. Wellington and Drayton. Wellington and Severn Junction. West Cornwall Committee. West London. West London Extension. West Norfolk Junction. West Somerset.
-	-	10,117	20,136	10,019	50	Provided by the Manchester, Sheffield, and Lincolnshire Railway Company.						West Somerset Mineral. Weymouth and Portland. Whitehaven, Cleator, and Egremont. Willoughby de Eresby's, Lord—(Edenham to Little Bytham). Wilney. Wissenhoe and Brightlingsea. Wrexham Mold and Connah's Quay.	
758	2,000	9,237	13,710	4,473	51	5	8	2	113	-	-	127	TOTAL ENGLAND AND WALES.
456,441	350,206	17,504,308	36,105,122	18,600,814	48	7,431	17,148	6,038	197,205	6,902	234,724		

† This Rolling Stock belongs to the Ebbw Vale Steel, Iron, and Coal Company, Limited, who work the Line.

SCOTLAND.

RETURN of the WORKING EXPENDITURE, ROLLING STOCK, &c. of the several

NAME OF COMPANY.	Miles constructed.	WORKING EXPENDITURE.									
		Maintenance of Way, Works, &c.	Locomotive Power.	Repairs and Renewals of Carriages and Waggon.	Traffic Expenses.	General Charges.	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.
	No.	£	£	£	£	£	£	£	£	£	£
<i>Aboyne and Braemar</i>	<i>Worked by the Great North of Scotland.</i>										
<i>Alyth</i>	<i>Leased to the Caledonian.</i>										
<i>Arbroath and Forfar</i>	<i>Leased to the Caledonian.</i>										
<i>Ayr and Maybole Junction</i>	<i>Worked by the Glasgow and South-Western.</i>										
<i>Berwickshire</i>	<i>Worked by the North British.</i>										
<i>Blane Valley</i>	<i>Worked by the North British.</i>										
<i>Busby</i>	<i>Worked by the Caledonian.</i>										
*Caledonian	732	200,858	268,935	74,285	228,118	43,792	46,804	13,721	12,924	3,423	9,767
(Including the "Alyth," "Arbroath and Forfar," "Busby," "Greenock and Wemyss Bay," "Montrose and Bervie," and "Port Patrick.")											
<i>Carlisle and Silloth Bay</i>	<i>Leased to the North British.</i>										
<i>Deeside</i>	<i>Leased to the Great North of Scotland.</i>										
<i>Deeside Extension</i>											
<i>Devon Valley</i>	<i>Worked by the North British.</i>										
<i>Edinburgh and Bathgate</i>	<i>Leased to the North British.</i>										
<i>Esk Valley</i>	<i>Leased to the North British.</i>										
<i>Findhorn</i>	<i>The line was worked by the Highland till 30th January 1869, when, in consequence of the receipts being insufficient to meet the annual expenditure, the working was discontinued.</i>										
*Forth and Clyde Junction	31	3,170	1,990	2,422	1,953	1,089	287	221	combined	35	-
<i>Glasgow and Milngavie Junction</i>	<i>Worked by the North British.</i>										
*Glasgow and South-Western	290	76,564	61,807	24,613	58,489	13,596	14,463	4,795	2,777	717	2,897
(Including the "Ayr and Maybole Junction," "Kilmarnock and Troon," and one half of the "Glasgow and Paisley Joint Line.")											
*Great North of Scotland	290	19,994	23,500	8,790	27,839	6,583	9,232	2,007	7	99	323
(Including the "Aboyne and Braemar," "Deeside" and "Deeside Extension," and "Morayshire.")											
<i>Greenock and Wemyss Bay</i>	<i>Worked by the Caledonian.</i>										
†Highland	288	13,326	24,136	6,689	28,675	5,774	5,148	3,252	35	306	355
(Including the "Findhorn" and "Sutherland," both for the year ending 31st August 1869.)											
<i>Kilmarnock and Troon</i>	<i>Leased to the Glasgow and South-Western.</i>										
<i>Leslie</i>	<i>Worked by the North British.</i>										
*Leven and East of Fife	20	1,913	1,213	638	2,476	654	306	215	118	43	-
<i>Montrose and Bervie</i>	<i>Worked by the Caledonian.</i>										
<i>Morayshire</i>	<i>Worked by the Great North of Scotland.</i>										
*North British	776	194,515	178,788	87,125	215,002	40,077	18,999	15,661	8,133	5,590	12,360
(Including the "Berwickshire," "Blane Valley," "Carlisle and Silloth Bay," "Devon Valley," "Edinburgh and Bathgate," "Esk Valley," "Glasgow and Milngavie Junction," "Leslie," "Peebles," "Port Carlisle Dock and Railway," and "St. Andrews".)											
<i>Peebles</i>	<i>Leased to the North British.</i>										
<i>Port Carlisle Dock and Railway</i>	<i>Leased to the North British.</i>										
<i>Port Patrick</i>	<i>Worked by the Caledonian.</i>										
<i>St. Andrews</i>	<i>Worked by the North British.</i>										
<i>Sutherland</i>	<i>Worked by the Highland.</i>										
TOTAL SCOTLAND	2,397	510,340	580,369	204,562	562,552	111,565	95,229	39,872	23,994	10,200	25,612

* This is for the year ending 31st January 1870.

† This is for the year ending 28th February 1870.

S C O T L A N D.

RAILWAY COMPANIES in SCOTLAND during the Year ended 31st December 1869.

Steam Boat, Canal, and Harbour Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Total Receipts, as given in the Traffic Return.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK.					Total of the Five preceding Columns.	NAME OF COMPANY.
						Locomotives.	Coaching. Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggons used on the Railway, not included in the preceding Columns.		
£	£	£	£	£	£	No.	No.	No.	No.	No.	No.	
26,279	21,020	946,926	2,005,722	1,055,796	47	514	875	290	14,996	128	16,803	<i>Abeyne and Braemar.</i> <i>Alyth.</i> <i>Arbroath and Forfar.</i> <i>Ayr and Maybole Junction.</i> <i>Berwickshire.</i> <i>Blane Valley.</i> <i>Busby.</i> Caledonian.
-	588	11,755	17,828	6,073	66	4	10	4	289	-	307	<i>Carlisle and Silloth Bay.</i> <i>Deeside.</i> <i>Deeside Extension.</i> <i>Devon Valley.</i> <i>Edinburgh and Bathgate.</i> <i>Est Valley.</i> <i>Findhorn.</i>
-	2,926	263,644	615,360	351,716	43	184	364	130	7,681	86	8,445	Port and Clyde Junction. <i>Glasgow and Milngavie Junction.</i> Glasgow and South-Western.
411	1,804	100,079	191,223	90,544	53	54	171	27	1,460	-	1,712	Great North of Scotland.
-	6,144	93,537	230,369	126,532	42	56	126	50	1,304	19	1,455	<i>Greenock and Wemyss Bay.</i> Highland.
-	291	7,967	16,723	8,756	43	3	6	3	172	-	184	<i>Kilmarnock and Troon.</i> <i>Leslie.</i> Leven and Bar of Fife. <i>Montrose and Berrie.</i> <i>Moragshire.</i>
20,810	12,304	518,344	1,407,669	679,325	54	306	881	289	15,084	170	16,740	North British. <i>Peebles.</i> <i>Port Carlisle Dock and Railway.</i> <i>Port Patrick.</i> <i>St. Andrews.</i> <i>Sutherland.</i>
56,500	45,357	2,246,153	4,564,894	2,318,742	40	1,211	2,433	763	40,836	403	45,646	TOTAL SCOTLAND.

IRELAND.

RETURN OF WORKING EXPENDITURE, ROLLING STOCK, &c. of the several

NAME OF COMPANY.	Miles constructed.	WORKING EXPENDITURE.									
		Maintenance of Way, Works, &c.	Locomotive Power.	Repairs and Renewals of Carriages and Waggon.	Traffic Expenses.	General Charges.	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.
<i>Athenry and Ennis Junction</i> - - - -		<i>Included in the Midland Great Western of Ireland.</i>									
<i>Athenry and Twam</i> - - - -		<i>Leased to the Midland Great Western of Ireland.</i>									
<i>Banbridge Junction</i> - - - -		<i>Leased to the Dublin and Belfast Junction.</i>									
<i>Banbridge, Lisburn, and Belfast</i> - - - -		<i>Leased to the Ulster.</i>									
* <i>Belfast and County Down</i> - - - -	44	5,374	8,909	2,104	6,857	2,009	638	-	-	38	424
<i>Belfast and Northern Counties</i> - - - - (Including the "Carriekfergus and Larne," and "Londonderry and Coleraine.")	151	20,002	23,818	5,447	17,146	5,839	3,590	-	1,099	330	423
<i>Belfast, Holywood, and Bangor</i> - - - -	13	2,809	2,972	524	2,279	1,429	264	-	2	-	160
<i>Carriekfergus and Larne</i> - - - -		<i>Worked by the Belfast and Northern Counties.</i>									
<i>Cork and Bandon</i> - - - - (Including the "Cork and Kinsale Junction.")	31	3,788	3,320	1,299	4,017	757	1,184	-	-	30	15
<i>Cork and Kinsale Junction</i> - - - -		<i>Worked by the Cork and Bandon.</i>									
<i>Cork and Limerick Direct</i> - - - -		<i>Worked by the Great Southern and Western of Ireland.</i>									
<i>Cork and Macroom Direct</i> - - - -	25	1,322	1,868	308	1,753	363	141	-	-	71	8
† <i>Cork, Blackrock, and Passage</i> - - - -	6	1,793	1,508	239	1,290	575	543	-	-	1	14
<i>Dublin and Belfast Junction</i> - - - - (Including the "Banbridge Junction.")	63	7,541	10,814	2,886	7,098	3,413	3,158	-	195	364	468
<i>Dublin and Drogheda</i> - - - -	75	10,818	13,093	3,608	10,130	3,038	3,077	-	11	337	453
<i>Dublin and Kingstown</i> - - - -		<i>Leased to the Dublin, Wicklow, and Wexford.</i>									
<i>Dublin and Meath</i> - - - -	-	‡ 633	‡ 2,143	‡ 120	1,890	766	‡ 74	-	-	‡ 7	907
<i>Dublin, Wicklow, and Wexford</i> - - - - (Including the "Dublin and Kingstown.")	107	19,101	19,067	5,948	19,417	5,031	5,957	-	1,129	201	1,745
<i>Enniskillen, Bundoran, and Sligo</i> - - - -		<i>Worked by the Irish North-Western.</i>									
<i>Finn Valley</i> - - - -		<i>Worked by the Irish North-Western.</i>									
<i>Great Northern and Western of Ireland</i> - - - -		<i>Worked by the Midland Great Western of Ireland.</i>									
<i>Great Southern and Western of Ireland</i> - - - - (Including the "Cork and Limerick Direct.")	437	74,068	88,345	17,285	61,236	9,050	17,453	-	1,755	2,041	687
<i>Irish North-Western</i> - - - - (Including the "Clones and Cavan Branch," "Enniskillen, Bundoran, and Sligo," "Finn Valley," and "Londonderry and Enniskillen.")	195	19,956	20,398	6,347	16,936	4,234	3,001	-	-	2,034	654
<i>Kilkenny Junction</i> - - - -		<i>Worked by the Waterford and Central Ireland.</i>									
<i>Limerick and Castleconnell</i> - - - -		<i>Worked by the Waterford and Limerick.</i>									
<i>Limerick and Ennis</i> - - - -		<i>Worked by the Waterford and Limerick.</i>									
<i>Limerick and Foynes</i> - - - -		<i>Worked by the Waterford and Limerick.</i>									
<i>Londonderry and Coleraine</i> - - - -		<i>Worked by the Belfast and Northern Counties.</i>									
<i>Londonderry and Enniskillen</i> - - - -		<i>Leased to the Irish North-Western.</i>									
* <i>Londonderry and Lough Swilly</i> - - - -	15	791	1,042	63	804	114	70	-	-	14	13

* This is for the year ending 31st January 1870.

† This is for the year ending 30th April 1870.

I R E L A N D.

RAILWAY COMPANIES during the Year ended 31st December 1869.

						ROLLING STOCK.						NAME OF COMPANY.		
Steam Boat, Canal, and Harbour Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Total Receipts, as given in the Traffic Return.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	Locomotives.	Coaching.		Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggons used on the Railway, not included in the preceding columns.	Total of the Five preceding Columns.			
£	£	£	£	£	£		No.	No.					No.	No.
-	-	74	26,432	45,963	19,540	57	13	54	13	269	-	-	349	Athenry and Ennis Junction.
-	-	1,109	78,602	140,969	62,267	56	37	94	32	723	27		913	Athenry and Tuam.
-	-	153	10,592	16,116	5,524	66	3	50	-	13	-	-	66	Banbridge Junction.
-	-	708	15,118	38,135	18,017	46	7	14	12	69	-	-	102	Banbridge, Lisburn, and Belfast.
-	-	27	5,904	12,321	7,417	44	3	9	2	63	-	-	77	Belfast and County Down.
-	-	191	6,155	11,138	4,983	55	3	13	4	-	2		23	Belfast and Northern Counties.
-	-	196	36,160	83,369	47,209	44	20	34	27	233	16		330	Belfast, Holywood, and Bangor.
-	-	663	45,248	104,601	59,353	43	22	63	37	241	33		396	Carrickfergus and Larne.
-	-	504	6,745	7,596	851	89	The line is now worked by the Midland Great Western Company.						103	Cork and Bandon.
-	-	1,888	79,464	183,048	103,564	43	43	128	39	473	19		702	Cork and Kinsale Junction.
-	-													Cork and Limerick Direct.
-	-													Cork and Macroom Direct.
-	-													Cork, Blackrock, and Passage.
-	-													Dublin and Belfast Junction.
-	-													Dublin and Drogheda.
-	-													Dublin and Kingstown.
-	-													Dublin and Meath.
-	-													Dublin, Wicklow, and Wexford.
-	-													Enniskillen, Bundoran, and Sligo.
-	-													Finn Valley.
-	-	6,029	277,979	568,148	290,169	48	121	223	132	1,836	128		2,445	Great Northern and Western of Ireland.
-	-	3	73,563	123,990	50,427	59	34	47	33	526	-	-	640	Great Southern and Western of Ireland.
-	-													Irish North-Western.
-	-													Kilkenny Junction.
-	-													Limerick and Castleconnell.
-	-													Limerick and Ennis.
-	-													Limerick and Foynes.
-	-													Londonderry and Coleraine.
-	-													Londonderry and Enniskillen.
-	-	707	8,617	5,145	1,528	70	2	4	1	20	-	-	27	Londonderry and Lough Swilly.

† These amounts are for the half-year ending 30th June; the Midland Great Western of Ireland Company have worked the line since 1st June 1869.

NAME OF COMPANY.	Miles constructed.	WORKING EXPENDITURE.									
		Maintenance of Way, Works, &c.	Locomotive Power.	Repairs and Renewals of Carriages and Waggon.	Traffic Expenses.	General Charges.	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.
	No.	£	£	£	£	£	£	£	£	£	£
Midland Great Western of Ireland (Including the "Athenry and Ennis Junction" (from 1st October 1869), "Athenry and Tuam," "Athlone to Galway," "Dublin and Meath" (from 1st June 1869), and "Great Northern and Western of Ireland.")	426	51,273	35,933	9,292	34,914	9,427	6,274	-	217	1,536	2,568
Newry and Armagh	22	1,641	* 2,964	476	2,613	406	107	-	-	9	651
Newry, Warrenpoint, and Rostrevor	7	513	1,141	505	1,024	243	93	-	-	41	-
Parsonstown and Portumna Bridge	-	Worked by the Great Southern and Western.									
Portadown, Dungannon, and Omagh Junction	-	Leased to the Ulster.									
Rathkeale and Newcastle Junction	-	Worked by the Waterford and Limerick.									
Ulster (Including the "Banbridge, Lisburn, and Belfast," and "Portadown, Dungannon, and Omagh Junction.")	122	14,123	19,397	4,583	23,244	6,024	5,229	-	304	1,292	1,199
† Waterford and Central Ireland (Including the "Kilkenny Junction.")	59	8,186	5,167	1,806	5,601	1,816	478	-	-	256	135
Waterford and Limerick (Including the "Limerick and Castle Connell," "Limerick and Ennis," "Limerick and Foynes," and the "Rathkeale and Newcastle Junction.")	151	14,105	13,728	5,465	13,697	3,738	1,885	-	4,533	316	698
Waterford and Tramore	8	782	1,010	187	466	400	95	-	-	-	-
West Cork	18	1,259	2,465	63	908	358	31	-	-	-	-
TOTAL IRELAND	1,975	259,873	279,092	68,491	233,369	58,829	53,337	-	9,245	8,938	10,942

* This includes 80l. hire of Rolling Stock.

			Total Receipts, as given in the Traffic Return.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK.						NAME OF COMPANY.	
Steam Boat, Canal, and Harbour Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.				Locomotives.	Coaching.		Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggons used on the Railway, not included in the preceding Columns.	Total of the Five preceding Columns.		
							Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.					
£	£	£	£	£		No.	No.	No.	No.	No.	No.		
4,203	28,095	183,732	344,345	160,613	53	74	140	92	1,249	84	1,639	Midland Great Western of Ireland.	
-	-	481	9,348	11,989	2,621	78	7	12	6	176	5	206	Newry and Armagh.
-	-	4	3,564	5,596	2,032	64	4	9	-	70	1	84	Newry, Warrenpoint, and Rostrevor.
													<i>Parsonstown and Portumna Bridge.</i> <i>{ Portadown, Dungannon, and Omagh Junction.</i>
													<i>Rathkeale and Newcastle Junction.</i>
-	-	459	75,845	156,646	80,801	48	36	70	38	732	22	898	Ulster.
-	-	875	24,310	39,299	14,959	61	9	27	10	138	-	184	Waterford and Central Ireland.
-	-	1,181	59,266	119,372	60,106	50	24	62	492	-	-	578	Waterford and Limerick.
-	-	-	2,890	5,758	2,868	50	4	14	1	4	4	27	Waterford and Tramore.
-	-	-	5,074	6,518	1,444	78	-	-	-	Hired	-	-	West Cork.
4,203	43,299	1,029,618	2,025,911	996,293	51	466	1,072	971	6,835	341	9,685	TOTAL IRELAND.	

† This is for the year ending 25th March 1870.

GENERAL SUMMARY.

CAPITAL.

	AUTHORISED CAPITAL			STOCK AND SHARE	
	By Shares.	By Loans.	TOTAL.	Ordinary.	Guaranteed.
	£	£	£	£	£
ENGLAND AND WALES . . .	370,836,715	133,723,679	504,560,394	190,833,250	18,181,460
SCOTLAND	53,143,248	13,742,793	71,886,041	21,767,881	6,885,306
IRELAND	25,113,610	7,714,608	32,828,218	14,787,003	206,825
TOTAL UNITED KINGDOM .	449,093,573	160,180,080	609,273,653	226,788,133	25,203,671

TRAFFIC.

	Number of Miles constructed.	PASSENGER TRAFFIC.					GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.		
		Number of Passengers conveyed (exclusive of Season and Periodical Tickets).				Holders of Season or Periodical Tickets.	Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	TOTAL.
		1st Class.	2nd Class.	3rd Class (including Parliamentary).	TOTAL.						
ENGLAND AND WALES . . .	16,773½	22,375,278	59,407,316	150,219,242	232,001,736 *36,593,791	63,879	Tons. 8,767,163	Tons. 8,010,810	67,229,301	62,966,001	130,195,302 *167,778
SCOTLAND	2,397	2,872,705	2,403,764	18,187,338	23,463,807	20,328	7,597,132	2,041,300	8,186,632	11,007,887	19,294,519
IRELAND	1,975	1,570,384	3,344,688	7,893,605	13,308,677	12,007	353,813	798,964	5,657,278	2,227,408	7,884,686
TOTAL UNITED KINGDOM .	15,145½	26,818,367	65,655,688	176,300,245	268,774,280 *36,893,791 305,668,071	96,214	16,720,133	10,851,074	81,073,231	76,291,296	157,364,527 *167,778 157,532,305

* Number not classified.

WORKING EXPENDITURE AND ROLLING STOCK.

	Miles constructed.	WORKING EXPENDITURE.							
		Maintenance of Way, Works, &c.	Locomotive Power.	Repairs and Renewals of Carriages and Waggon.	Traffic Expenses.	General Charges.	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.
	No.	£	£	£	£	£	£	£	£
ENGLAND AND WALES . . .	16,773½	3,128,233	4,409,638	1,400,887	4,934,058	767,617	782,468	458,965	304,676
SCOTLAND	2,397	510,340	560,360	204,562	562,552	111,563	95,229	39,373	23,904
IRELAND	1,975	239,573	273,092	68,491	233,369	38,829	53,337	—	9,245
TOTAL UNITED KINGDOM .	15,145½	3,898,446	5,339,119	1,772,940	5,729,979	938,011	931,034	498,367	338,715

GENERAL SUMMARY.

CAPITAL.

CAPITAL RECEIVED.		CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.			TOTAL Stock and Share Capital received and Capital raised by Loans and Debenture Stock.	Subscriptions to other Companies.
Preferential.	TOTAL Stock and Share Capital received.	Loans.	Debenture Stock.	TOTAL raised by Loans and by Debenture Stock.		
£	£	£	£	£	£	£
186,947,892	317,212,582	82,900,707	30,759,559	113,560,266	430,772,858	12,323,116
16,063,796	44,689,072	13,994,167	2,448,621	16,442,788	61,131,860	1,714,092
5,660,302	20,644,129	4,934,524	1,296,390	6,230,914	26,875,043	268,076
130,553,989	382,545,793	101,729,398	34,504,570	136,233,968	518,779,761	14,305,284

TRAFFIC.

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.								RECEIPTS (GROSS) FROM GOODS TRAFFIC.				Miscellaneous, Rents, Tolls, Navigation, Steamboats, &c.	TOTAL Receipts from all sources of Traffic.
RECEIPTS FROM PASSENGERS.					Excess Luggage, Parcels, Carriages, Horses, Dogs, &c.	Mails.	TOTAL Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	TOTAL Receipts from Goods Traffic.		
1st Class.	2nd Class.	3rd Class (including Parliamentary).	Holders of Season or Periodical Tickets.	TOTAL from Passengers.									
£	£	£	£	£	£	£	£	£	£	£	£	£	
3,256,105	4,323,883	5,596,373	551,216	13,726,577 7461,797	1,333,367	412,126	15,933,867 7780	10,966,782	624,824	7,153,254	18,744,360 719,978	1,406,137	36,105,123
363,092	266,304	810,426	54,020	1,493,842	138,179	79,527	1,711,548	1,377,213	108,587	1,191,009	2,676,809	176,537	4,564,904
248,779	288,578	430,404	25,744	993,505 3,555	78,9	1,340	1,165,909	625,007	153,505	44,158	822,670	37,932	2,025,911
3,867,976	4,877,765	6,837,203	630,980	16,213,924 7465,352 16,679,276	1,548,446	583,002	18,810,724 7780 18,811,504	12,969,002	886,416	8,383,421	22,243,839 719,978 22,263,817	1,620,606	42,695,927

† Receipts not classified.

WORKING EXPENDITURE AND ROLLING STOCK.

WORKING EXPENDITURE.					TOTAL Receipts, as given in the Traffic Return.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK.					
Com- pensation for Damage and Loss of Goods.	Legal and Parlia- mentary Expenses.	Steamboat, Canal, and Harbour Expenses.	Misce- laneous Working Expen- diture not included in the foregoing.	TOTAL Working Expen- diture.				Loco- motives.	Coaching. Carriages used for the Con- veyance of Pas- sengers only.	Other Vehicles attached to Pas- senger Trains.	Waggons of all kinds used for the Convey- ance of Live Stock, Minerals, or, General Merchandise.	Any other Carriages or Waggons used on the Railway, not included in the preceding Columns.	TOTAL of the Five preceding Columns.
£	£	£	£	£	£	£		No.	No.	No.	No.	No.	No.
116,302	209,977	456,441	350,206	17,504,308	36,105,122	18,000,814	48	7,431	17,148	6,038	197,205	6,902	234,724
10,300	25,612	56,500	45,357	2,246,152	4,564,894	2,318,742	40	1,211	2,483	763	40,836	403	45,646
8,938	10,942	4,203	43,299	1,029,618	2,025,911	996,293	51	466	1,072	971	6,835	341	9,685
135,440	246,531	517,144	438,862	20,780,078	42,695,927	21,915,340	49	9,106	20,653	7,772	244,876	7,646	290,055

STATEMENT showing the LENGTH, CAPITAL, PASSENGERS CONVEYED, RECEIPTS, and WORKING EXPENSES of the RAILWAYS in the UNITED KINGDOM from 1849 to 1869, both inclusive.

YEAR.	LENGTH OF LINE OPEN.			CAPITAL AUTHORISED.			CAPITAL PAID UP.				Number of Passengers conveyed exclusive of Season Ticket Holders.	RECEIPTS.						Total Working Expenditure.	Proportion per Cent. to Total Receipts.	Net Receipts.	Proportion per Cent. to Total paid up Share and Loan Capital.			
	Double.	Single.	TOTAL.	By Shares.	By Loans.	TOTAL.	Ordinary.	Preferential.	Debt Stock.	Debt Stock.		TOTAL.	Per Mile of Line open.	Gross Receipts from Passenger Traffic.	Proportion per Cent. to Total Receipts.	Gross Receipts from Goods Traffic.	Proportion per Cent. to Total Receipts.					Total Receipts from all Sources.	Per Mile of Line open.	Per Train Mile.
1849	5,064	996	6,060	278,189,219	80,982,596	359,061,115	158,660,119	19,862,506	51,353,154	239,747,779	38,068	6,277,892	53.17	5,523,006	40.83	11,800,498	1,957	2	2	2	2	2		
1850	5,406	1,005	6,411	321,502,415	81,294,261	402,796,676	160,023,877	34,740,900	55,507,068	240,270,746	39,239	6,827,761	51.70	6,376,903	40.30	13,204,669	1,994	2	2	2	2	2		
1851	5,613	1,277	6,890	383,946,400	83,612,143	467,558,543	135,060,024	34,494,115	58,666,718	248,240,897	36,029	7,940,764	53.00	7,000,685	47.00	14,947,469	2,177	2	2	2	2	2		
1852	5,278	1,468	7,306	270,260,758	89,435,136	359,726,894	161,400,237	38,700,755	64,064,668	264,165,660	33,383	7,768,992	49.43	7,946,563	50.58	15,710,554	2,141	2	2	2	2	2		
1853	5,987	1,699	7,686	274,369,933	92,399,800	366,769,733	164,724,178	43,627,380	66,073,968	273,324,516	33,581	9,099,031	50.44	8,986,848	49.56	18,085,879	2,345	2	2	2	2	2		
1854	6,108	1,860	8,008	276,000,577	92,363,751	368,364,308	166,080,806	40,877,863	70,660,036	298,068,794	33,523	10,244,054	50.68	9,970,770	49.32	20,215,724	2,510	2	2	2	2	2		
1855	6,133	2,123	8,335	280,639,621	94,843,845	374,971,966	169,009,448	52,816,096	76,161,241	297,584,709	35,703	10,694,790	49.73	10,812,809	50.27	31,507,599	2,580	2	2	2	2	2		
1856	6,366	2,444	8,710	292,890,751	94,877,156	377,767,907	173,446,109	56,769,558	77,339,419	307,594,086	35,315	11,876,337	49.11	11,786,166	50.89	33,165,493	2,660	2	2	2	2	2		
1857	6,337	2,681	9,447	288,013,644	99,038,090	387,051,734	178,684,394	58,136,637	78,406,337	315,157,260	33,339	11,868,219	49.18	12,236,392	50.83	34,174,611	2,559	2	2	2	2	2		
1858	—	—	9,548	292,546,276	100,454,479	392,688,755	181,837,781	61,854,547	81,683,179	325,375,507	34,099	11,697,906	48.83	12,236,392	51.17	32,956,751	2,510	2	2	2	2	2		
1859	—	—	10,003	285,454,181	98,282,170	383,716,351	184,560,019	63,555,179	80,698,116	324,362,923	33,480	12,487,493	48.70	12,236,392	51.30	32,743,502	2,574	2	2	2	2	2		
1860	6,690	3,748	10,438	296,983,148	100,789,685	397,772,833	190,791,067	67,873,540	81,888,546	348,130,127	33,368	13,065,766	47.18	14,690,866	52.87	27,766,632	2,631	2	2	2	2	2		
1861	6,863	3,972	10,865	323,869,654	107,503,292	431,372,946	198,591,991	73,784,336	87,144,443	362,327,338	33,349	13,826,475	46.65	16,238,880	53.35	28,565,355	2,629	2	2	2	2	2		
1862	7,009	4,548	11,551	336,777,276	111,819,468	450,596,788	197,077,589	87,792,380	89,683,373	385,313,438	33,349	13,911,985	47.76	16,238,880	52.24	29,128,558	2,522	2	2	2	2	2		
1863	7,270	5,053	12,323	355,700,795	119,298,750	474,999,545	204,607,237	97,496,267	89,641,525	404,315,902	32,894	14,521,328	46.61	16,634,869	53.39	31,163,397	2,538	2	2	2	2	2		
1864	7,403	5,287	12,790	390,413,137	130,109,197	520,522,334	214,947,054	104,647,936	93,075,992	425,719,613	33,268	15,684,040	46.11	18,331,534	53.89	34,015,564	2,667	2	2	2	2	2		
1865	7,503	5,786	13,289	432,869,245	143,402,415	576,271,660	219,068,196	124,368,475	97,821,097	455,478,143	34,275	16,872,715	46.17	19,318,062	53.83	35,890,113	2,700	2	2	2	2	2		
1866	7,711	6,145	13,854	466,151,633	154,412,773	620,564,406	226,545,639	134,405,096	103,065,893	481,873,154	34,758	17,396,925	45.58	20,708,429	54.42	38,164,354	2,735	2	2	2	2	2		
1867	7,844	6,408	14,247	461,447,440	161,405,968	622,853,408	235,023,854	143,909,337	110,392,559	502,263,897	35,113	17,935,634	45.43	21,544,365	54.57	39,479,999	2,770	2	2	2	2	2		

Year	Number of Miles con- structed	CAPITAL AUTHORISED.			CAPITAL RECEIVED.					Number of Passengers conveyed exclusive of Season Ticket Holders.	RECEIPTS.								Total Working Expen- diture.	Proportion per Cent. to Total Receipts.	Net Receipts.	Proportion per Cent. to Total Capital Received.		
		By Shares.	By Loans.	TOTAL.	Ordinary.	Gua- ranteed.	Pre- ferential.	Loans.	Debt Stock.		TOTAL.	Per Mile constructed.	Gross Receipts from Passenger Traffic.	Proportion per Cent. to Total Receipts.	Gross Receipts from Goods Traffic.	Proportion per Cent. to Total Receipts.	Miscellaneous, Rentals, Tolls, Navigation, Steamboats, &c.	Proportion per Cent. to Total Receipts.					Total Receipts from all Sources of Traffic.	Per Mile constructed, exclusive of Miscel- laneous Receipts.
1868	13,503	455,896,068	159,550,550	615,446,618	294,139,427	28,891,866	124,940,707	108,429,865	25,060,500	511,060,855	37,070	18,009,708	44.15	91,085,060	50.54	1,324,776	2.90	40,912,534	2,875	6.51	20,034,484	49	20,898,100	4.08
1869	15,145	449,067,278	160,160,060	609,227,338	296,786,136	23,908,071	130,558,980	101,740,098	54,504,870	511,770,701	14,864	19,911,804	44.06	92,905,817	53.14	1,080,000	5.80	43,005,087	2,718	5.81	20,780,078	40	21,212,340	4.23

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RAILWAYS.

SESSION 1870.

REPORT by the BOARD of TRADE on the Applications made during the Year 1869, under the "Railway Companies' Powers Act, 1864," and of the Proceedings of the Board of Trade with respect thereto.—(Presented pursuant to Act of Parliament.)

APPLICATIONS for certificates under the "Railway Companies' Powers Act, 1864," were made during the year 1869, by the following Railway Companies, viz. :—

I.—*The Burry Port and Gwendreath Valley Railway Company,*

Who applied for authority to cancel their existing powers of raising 22,000 *l.* by the issue of ordinary shares or bond, and to raise in lieu thereof 50,000 *l.* by new ordinary or new preference shares or stock.

II.—*The Great Southern and Western Railway Company,*

Who applied under the above Act, as extended by the 38th section of the "Regulation of Railways Act, 1868," for authority to reduce the number of their directors from 16 to 12.

III.—*The Tees Valley Railway Company,*

Who applied for authority to raise 12,000 *l.* by new ordinary or new preference shares or stock, and 4,000 *l.* by borrowing on mortgage or by debenture stock.

IV.—*The Vale of Llangollen Railway Company,*

Who applied for authority to raise 5,000 *l.* by new preference shares.

V.—*The Bristol Port Railway and Pier Company,*

Who applied for authority to raise for the purposes of the Railways and Works authorised by the "Bristol Port Railway and Pier (Clifton Extension) Act, 1867," 45,000 *l.* by new ordinary or new preference shares or stock, and 15,000 *l.* by borrowing on mortgage or by debenture stock.

VI.—*The Dartmouth and Torbay Railway Company,*

Who applied for authority to raise 39,863 *l.* by new ordinary or new preference shares or stock, and 13,287 *l.* by borrowing on mortgage or by debenture stock.

VII.—*The Dublin, Wicklow, and Wexford Railway Company,*

Who applied under the above Act, as extended by the 38th section of the "Regulation of Railways Act, 1868," for authority to limit their number of directors to not more than eight and not less than five, and to provide for the retirement by ballot of two of the directors.

The foregoing applications have been dealt with as follows :

With respect to the applications of—

1. The Burry Port and Gwendreath Valley Railway Company ;
2. The Great Southern and Western Railway Company ;
3. The Tees Valley Railway Company ;
4. The Vale of Llangollen Railway Company—

27 & 28 Vict. c. 120,
sect. 27.

The several requirements of the Act in each case having been duly complied with, and the Board of Trade having been satisfied that the members of the Company had in each case approved of the application in the same manner as would be required under the Standing Orders of Parliament in the case of a Bill, and no objection having been made to any of the applications, draft certificates were settled by the Board of Trade, and laid before the House of Lords on 18th March, and before the House of Commons on the 22nd March.

27 & 28 Vict. c. 120,
sects. 15 and 16.

Neither House of Parliament, within the period of six weeks after the four draft certificates settled by the Board of Trade were laid before it, resolved that any of such certificates ought not to be made, and the Board of Trade on the expiration of the said period made and issued in each case a certificate in conformity with such draft, and caused it to be published in the "London Gazette."

27 & 28 Vict. c. 120,
sects. 7 and 8.

With respect to the application of the Dartmouth and Torbay Railway Company, a notice of opposition, and a statement of the grounds of the opposition, having been duly lodged at the Board of Trade by the South Devon Railway Company, it appeared to the Board of Trade that the last-mentioned Company would be affected by the proposed certificate, and accordingly the Board of Trade did not proceed on the application of the Promoters. A copy of the draft certificate lodged by the Promoters, and of the notice of opposition, were duly laid before both Houses of Parliament on the 10th February. On the 12th February the South Devon Railway Company withdrew their opposition, and on the 10th March an Order was made in the House of Lords, that the copy of the draft certificate, and of the notice of opposition, should be read and discharged, and that the papers should be referred back to the Board of Trade, and on the 11th March a similar Order was made by the House of Commons. The Board of Trade accordingly, having been satisfied that the members of the Company had approved of the application in the same manner as would be required under the Standing Orders of Parliament in the case of a Bill, settled a draft certificate, and laid it before both Houses of Parliament on the 20th May; if neither House of Parliament within six weeks from this date resolves that the certificate in this case ought not to be made, then at the expiration of the said period the Board of Trade will make and issue a certificate in conformity with the draft now laid before Parliament, and will cause it to be published in the "London Gazette."

In the case of the Bristol Port Railway and Pier Company, it was stated on the part of the Promoters, on the 9th of February, that it was not their intention to proceed with the application; the Board of Trade accordingly did not proceed further with their application.

27 & 28 Vict. c. 120,
sect. 6.

In the case of the application of the Dublin, Wicklow, and Wexford Railway Company, the Board of Trade having taken into consideration the representations made to them, and duly inquired into the merits of the objections brought before them, and the Company having deposited a Bill in Parliament containing powers similar to those sought for in the certificate, it appeared to the Board of Trade that the application ought not to be further proceeded with.

Board of Trade,
9th June 1870.

G. Shawe Lefevre,
Secretary to the Board of Trade.

RAILWAYS.

SESSION 1870.

REPORT by the Board of Trade on the Applications made in the Year 1869, under the "RAILWAY COMPANIES' POWERS ACT, 1864," and of the Proceedings of the Board of Trade with respect thereto.

(Presented pursuant to Act of Parliament.)

Ordered, by The House of Commons, to be Printed,
14 June 1870.

284.

Under 1 oz.

SOUTH EASTERN RAILWAY.

RETURN to an Order of the Honourable The House of Commons,
dated 21 February 1870;—for,

“THAT the Lords Commissioners of the Admiralty be directed to Report to this House, upon the Application of the SOUTH EASTERN RAILWAY COMPANY, for Power to Abandon Part of the Line of RAILWAY authorised by ‘The South Eastern Railway Act, 1865,’ to be constructed between *Greenwich* and *Charlton*, and to make a new or substituted Line of Railway instead of the Portion of Railway so proposed to be Abandoned.”

REPORT of the Lords Commissioners of the Admiralty.

THE Lords Commissioners of the Admiralty, in accordance with the Order of the House of Commons, beg to report as follows, with reference to the application of the South Eastern Railway Company now before Parliament for power “to abandon part of the line of railway authorised by ‘The South Eastern Railway Act, 1865,’ to be constructed between *Greenwich* and *Charlton*, and to make a new or substituted line of railway instead of the portion of railway so proposed to be abandoned.”

Their Lordships refer, in the first instance, to the Reports of the Astronomer Royal and the Hydrographer of the Admiralty, appended hereto, with which the Director of Works of the Navy concurs, as to the injury which might be apprehended to the important Astronomical observations made at the Royal Observatory by the construction of any railway through *Greenwich Park*, and they beg further to state that, having regard to such opinions and reports of their professional advisers, they have decided to oppose such Bill, and have given notice to the Company thereof.

Admiralty, 3 May 1870.

Vernon Lushington.

MEMORANDUM addressed to the Lords Commissioners of the Admiralty on the course to be followed in reference to a Bill now before Parliament relating to Railway Communication between *Greenwich* and *Woolwich*, in which it is proposed to abandon a Line already sanctioned, and to adopt a Line passing through *Greenwich Park*, by the Astronomer Royal.

Royal Observatory, Greenwich,
24 February 1870.

1. In claiming, in the following remarks, an anxious attention to the scientific interests of the Royal Observatory, I may perhaps with propriety introduce those remarks by a statement of the grounds on which, as I think, that Institution merits so much regard. The purpose for which the Observatory was established is different from that of every other observatory. It is not exclusively for the promotion of speculative Astronomy, but mainly for the advantage of utilitarian Astronomy in the highest sense of the words. And the utility thus obtained is not simply national, it is universal. This character has been maintained from the very foundation of the Observatory; it was established with

the introduction of accuracy then unprecedented in 1750, and it is kept up with at least as much vigour at the present time. Every foreign geographical determination of distant points, for many years past, has depended on reference to Greenwich observations. Within the last week, I have sent to the French Government a large packet of manuscript observations which will be the foundation of all determinations in the great Hydrographical Survey which the French are so vigorously pressing. For continued maintenance of this utility it is necessary that the locality of the Observatory be unchanged, and that its observations be kept up with the highest degree of accuracy; and collaterally for this object, as well as independently for its own merits, speculative Astronomy must be cultivated also with unchanged locality, and with unimpeachable accuracy.

2. There is no doubt that some suspicion would attach to the observations of the Greenwich Observatory, if a railway passed through the Park on the north side of the Observatory.

Papers already before Parliament sufficiently indicate the opinion of the most competent judges to this effect. Among these Papers, I cite the following:—

No. 375.	Ordered to be printed by the House of Commons,	19 May	1846.
No. 436.	- ditto - - ditto - -	25 June	1846.
No. 61.	- ditto - - ditto - -	27 March	1863.
No. 67.	- ditto - - ditto - -	16 April	1863.
No. 248.	- ditto - - ditto - -	3 May	1865.
No. 259.	- ditto - - ditto - -	5 May	1865.

The earlier of these Papers contain the accounts of experiments made principally by myself, but also of some made by other astronomers. The last contains the energetic protest of the Board of Visitors of the Royal Observatory against the introduction of a railway into the Park, to which I beg leave particularly to refer.

3. The obvious want, in the earlier years, of railway communication between London on the one hand, and Woolwich, Gravesend, Chatham, and the coast of the Thames generally on the other hand, induced the members of the Board of Visitors, as well as myself, to urge the claims of the Observatory in a less exclusive spirit than we should otherwise have adopted. But the construction of the North Kent Railway has completely altered the conditions of the question. As regards communication between London and Woolwich, the effect of passing through Greenwich Park would now be perhaps, to shorten the time of transit to Woolwich by three minutes, perhaps not to shorten it at all (considering that the passage through an important station like that of Greenwich must cause some delay); communication between Greenwich and Woolwich is undoubtedly wanted, but it can be obtained at very small expense, and it has no reference to the Park. If there is real want of independent communication between the eastern part of Deptford and Woolwich, &c., it can be obtained at small expense by junction with the North Kent Line.

The only new connection which is really wanted is between London and a station in East Greenwich, and on this I would wish to suspend my judgment until opinion can be given, whether the rising tramway system may not be so inoculated into the railway system as to give reasonable facilities. Certainly this connection cannot justify the national dishonour, the enormous expense, and the injury to West Greenwich, which would arise from carrying the line through the Park.

4. At various times, during the long discussion of this question, suggestions have been made for alleviating the injurious effects of railway-train passages, by giving to the Astronomer Royal the legal power of controlling (within certain limits) the speed of trains passing through the Park; and I express my opinion, that if such power could be made not only legal but also practicable and real, the grounds of objection on the part of the Royal Observatory would be removed. But interference of this kind would be troublesome to the Astronomer Royal and annoying to the Railway Company, and I anticipate that in no long time the provisions would be found to be nugatory. If they were effectual, they would tend still further to diminish the imagined gain of rapid transit to Woolwich.

5. In discharge of the duties which devolve on me as Astronomer Royal, I do therefore express my hope that so much of the proposed Bill before Parliament as relates to the carrying the railway through Greenwich Park may not receive the sanction of the State. With the other part of the Bill, viz., the abandonment of the line already sanctioned (so far as it passes through the town of Greenwich), I have no official concern, inasmuch as I do not fear the effects of that line on the Observatory; although as an inhabitant of Greenwich, I am persuaded that its effects would be very injurious to West Greenwich.

G. B. Airy.

REPORT of the Hydrographer of the Admiralty.

Hydrographic Department, Admiralty, S.W.
1 March 1870.

My objections to the establishment of a line of railway through or under any part of Greenwich Park are, that it will have the effect of casting doubt and suspicion on the working of one of the most ancient and time-honoured institutions of the country, not only of the highest importance to science and navigation in a national point of view, but in its widest cosmopolitan sense; for there is not an Observatory in any part of the world, nor a spot on the earth's surface, where astronomical observations have been, or in all probability will be, made, which is not, or will not be, in a greater or less degree subservient to, or associated with, the Royal Observatory at Greenwich, many foreign nations being entirely dependent on it.

It is true that trials have been made to ascertain within what limits the vibrations caused by railway trains will affect the most delicate observations, and that the results have been conflicting: in some instances the tremors have been felt at a distance over 3,000 feet, while in others they have not been apparent at much less distances; but I confess that had all these experiments been entirely favourable to immunity of disturbance at a less distance than it is proposed to establish this railway, my objections would not have been lessened, for it is impossible to say what the effect will be at the Royal Observatory until the railway should be in operation, and the objects at stake are of so momentous a character, that I cannot conceive how any merely pecuniary interests (and they are of a most insignificant nature) can be put in competition with them; even if the interests of the local public were of so paramount a nature as to make it desirable that these two miles of railway should run through Greenwich Park, I say that they should succumb to the grave and more than national interests which are involved.

Geo. Henry Richards,
Hydrographer.

SOUTH EASTERN RAILWAY.

REPORT of the Lords Commissioners of the Admiralty upon the Application of the South Eastern Railway Company, for Power to Abandon Part of the Line of Railway authorised by "The South Eastern Railway Act, 1865," to be constructed between *Greenwich* and *Chariton*, and to make a new or substituted Line of Railway instead of the Portion of Railway so proposed to be Abandoned; &c.

(*Mr. Childers.*)

Ordered, by The House of Commons, to be Printed,
21 February 1870.

TURNPIKE TRUSTS.

AN ABSTRACT OF THE GENERAL STATEMENTS

OF THE

Income and Expenditure

OF THE SEVERAL

TURNPIKE TRUSTS

IN

ENGLAND AND WALES,

FROM 1st JANUARY 1868 TO 31st DECEMBER 1868 INCLUSIVE.

PURSUANT TO THE ACT 3 & 4 WILL. IV. c. 80.

Presented to both Houses of Parliament by Command of Her Majesty.



LONDON:

PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.

FOR HER MAJESTY'S STATIONERY OFFICE.

1870.

INCOME AND EXPENDITURE OF TURNPIKE TRUSTS.

AN ABSTRACT OF THE GENERAL STATEMENTS OF THE INCOME

1. NAMES OF COUNTIES.	2. Balance in Treasurers' Hands on 1st January 1868.	3. Balance due to the Treasurers on 1st January 1868.	INCOME.							10. Total Income.
			4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.		
ENGLAND.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
BEDFORDSHIRE -	2,993 16 0	- - -	4,390 0 8	- - -	- - -	- - -	19 8 6	- - -	4,409 9 2	
BERKSHIRE -	1,890 16 3	125 16 9	7,895 15 7	502 12 4	103 7 4	0 3 3	421 8 1	- - -	8,923 6 7	
BUCKINGHAMSHIRE	1,375 6 5	201 10 4	5,553 18 5	179 0 0	- - -	1 1 9	265 18 3	- - -	5,999 18 5	
CAMBRIDGESHIRE -	2,119 18 7	46 5 11	8,109 5 8	91 14 0	- - -	0 17 0	40 16 6	- - -	8,242 13 2	
CHESHIRE -	10,350 15 6	675 19 10	32,849 2 10	675 0 0	- - -	5 13 3	1,097 9 0	- - -	34,627 5 1	
CORNWALL -	7,877 10 10	543 9 7	18,711 0 7	146 12 8	- - -	4 8 3	152 14 5	250 0 0	19,264 15 11	
CUMBERLAND -	1,457 4 10	129 13 8	9,801 0 3	- - -	- - -	1 10 2	310 15 4	- - -	10,113 5 9	
DERBYSHIRE -	11,045 6 6	665 5 10	32,256 13 8	918 14 7	685 0 0	12 13 0	232 15 4	- - -	34,105 16 7	
DEVONSHIRE -	9,703 3 11	76 2 1	39,185 6 4	1,017 4 4	30 0 0	1 9 11	688 0 9	6,250 0 0	47,172 1 4	
DORSETSHIRE -	4,809 13 8	250 6 11	14,290 4 9	614 14 2	- - -	3 14 3	105 6 6	- - -	15,013 19 3	
DURHAM -	3,349 2 6	509 18 6	15,378 1 5	201 3 0	- - -	0 8 0	1,232 10 0	- - -	16,812 2 5	
Essex -	376 14 1	10 7 2	2,496 13 4	- - -	- - -	- - -	135 2 6	- - -	2,631 15 4	
GLOUCESTERSHIRE -	6,048 18 6	336 19 0	32,408 0 5	860 4 10	- - -	1 15 2	259 2 9	- - -	33,529 1 2	
HAMPSHIRE -	4,575 14 6	2,257 12 7	15,287 14 0	4,878 14 4	20 0 0	0 9 6	261 4 4	- - -	20,441 2 2	
HEREFORDSHIRE -	1,678 12 8	- - -	14,389 5 3	453 4 1	- - -	0 15 6	1,227 5 5	- - -	16,070 10 3	
HERTFORDSHIRE -	4,162 11 4	- - -	9,383 5 4	- - -	- - -	- - -	408 9 9	- - -	9,791 15 1	
HUNTINGDONSHIRE -	469 2 2	466 1 9	4,713 19 3	252 10 0	- - -	- - -	40 1 0	- - -	5,006 10 3	
KENT -	8,556 12 2	115 4 0	22,653 13 8	1,171 15 11	- - -	2 14 0	1,136 7 7	- - -	24,964 11 2	
LANCASHIRE -	25,899 10 5	563 9 8	86,246 2 4	1,011 16 11	- - -	53 5 5	2,940 4 10	120 0 0	90,371 9 6	
LEICESTERSHIRE -	8,871 17 2	40 16 4	17,233 1 1	- - -	- - -	10 16 0	163 7 2	- - -	17,407 4 3	
LINCOLNSHIRE -	2,952 5 0	395 17 1	14,532 5 9	2,522 17 2	520 0 0	17 4 6	206 16 7	- - -	17,799 4 0	
MIDDLESEX -	14,283 9 2	- - -	41,218 5 9	- - -	- - -	- - -	4,767 19 0	- - -	45,986 4 9	
MONMOUTHSHIRE -	1,629 16 10	18 11 0	10,417 12 7	608 19 0	- - -	3 5 3	94 12 4	- - -	11,124 9 2	
NORFOLK -	5,545 0 1	422 6 4	9,607 1 3	95 0 0	- - -	0 9 6	175 1 5	300 0 0	10,177 12 2	
NORTHAMPTONSHIRE	4,655 18 9	333 17 1	18,906 6 7	870 3 0	- - -	- - -	447 5 8	- - -	20,233 15 3	
NORTHUMBERLAND	1,639 9 1	728 17 5	13,221 4 11	1,305 2 4	- - -	2 16 3	313 6 4	- - -	14,842 9 10	
NOTTINGHAMSHIRE -	6,291 1 9	1,727 18 10	12,422 15 8	408 6 10	151 10 0	0 11 3	191 2 11	- - -	13,174 6 8	
OXFORDSHIRE -	4,753 15 0	375 1 4	13,261 5 1	537 10 6	- - -	1 13 2	165 0 6	- - -	13,965 9 2	
RUTLANDSHIRE -	122 7 2	16 18 6	1,779 12 5	- - -	- - -	0 4 0	428 17 6	- - -	2,208 13 11	
SHROPSHIRE -	3,960 15 1	797 11 3	15,722 5 8	690 4 6	- - -	4 1 6	358 18 11	979 15 4	17,755 5 11	
SOMERSETSHIRE -	5,539 12 9	287 19 0	35,593 11 7	930 13 10	- - -	4 0 9	590 6 11	- - -	37,118 13 1	
STAFFORDSHIRE -	14,011 7 10	337 11 3	40,368 19 4	352 1 0	75 10 0	0 5 10	473 13 5	- - -	41,270 9 7	
SUFFOLK -	1,595 19 6	- - -	3,915 9 2	24 0 0	- - -	0 15 0	263 3 0	- - -	4,203 7 2	
SURREY -	5,117 2 11	42 19 2	10,403 6 3	65 0 0	- - -	- - -	358 11 6	- - -	10,826 17 9	
SUSSEX -	6,310 7 10	174 14 4	20,528 11 0	693 7 2	49 0 0	0 5 9	664 5 11	- - -	21,935 9 10	
WARWICKSHIRE -	4,630 19 7	181 16 11	19,329 17 6	223 10 0	- - -	15 18 0	239 6 10	- - -	19,808 12 4	
WESTMORLAND -	1,440 17 0	2 0 7	3,742 11 11	29 10 0	- - -	- - -	25 5 4	- - -	3,797 7 3	
WILTSHIRE -	5,063 19 5	131 6 9	20,706 17 11	752 19 8	- - -	3 6 0	1,577 15 11	- - -	22,040 19 6	
WORCESTERSHIRE -	6,051 15 2	313 10 9	29,507 1 5	247 0 8	- - -	3 3 3	730 9 9	- - -	30,487 15 1	
YORKSHIRE -	36,676 13 4	4,496 18 6	90,977 10 11	4,287 6 9	182 9 0	15 19 6	6,753 14 0	913 13 2	103,130 13 4	
TOTAL -	249,881 1 3	17,800 16 0	819,394 17 6	27,618 13 7	1,816 16 4	175 13 11	29,964 1 9	8,813 8 6	887,783 11 7	
WALES.										
ANGLESEY -	4,068 15 3	- - -	3,518 1 7	- - -	- - -	- - -	50 10 0	- - -	3,568 11 7	
CARNARVONSHIRE -	1,344 5 9	- - -	3,383 14 10	- - -	- - -	- - -	135 4 2	- - -	3,518 19 0	
DENBIGHSHIRE -	1,895 10 10	- - -	4,407 2 6	221 10 0	- - -	- - -	311 13 10	- - -	4,940 6 4	
FLINTSHIRE -	2,080 19 3	46 14 11	9,285 1 1	1,136 19 7	- - -	- - -	185 2 7	- - -	10,607 3 3	
MERIONETHSHIRE -	956 13 6	- - -	2,876 9 0	58 19 3	- - -	0 3 6	19 16 9	4,845 0 0	7,800 8 6	
MONTGOMERYSHIRE	3,555 5 4	556 7 6	7,489 11 1	929 15 7	- - -	0 17 6	489 3 10	- - -	8,909 8 0	
SOUTH WALES, } 6 Counties	13,901 9 11	603 2 5	30,960 0 1	2,347 4 5	- - -	1 1 0	1,191 11 2	4,845 0 0	39,344 16 8	
	1,234 0 3	670 14 11	24,954 17 2	9,783 8 5	346 5 9	8 12 5	1,150 10 0	- - -	36,243 13 9	
TOTAL -	15,135 10 2	1,273 17 4	55,914 17 3	12,130 12 10	346 5 9	9 13 5	2,342 1 2	4,845 0 0	75,588 10 5	
SUMMARY.										
ENGLAND, } 40 Counties	249,881 1 3	17,800 16 0	819,394 17 6	27,618 13 7	1,816 16 4	175 13 11	29,964 1 9	8,813 8 6	887,783 11 7	
WALES, } 12 Counties	15,135 10 2	1,273 17 4	55,914 17 3	12,130 12 10	346 5 9	9 13 5	2,342 1 2	4,845 0 0	75,588 10 5	
TOTAL -	265,016 11 5	19,074 13 4	875,309 14 9	39,749 6 5	2,163 2 1	185 7 4	32,306 2 11	13,658 8 6	963,372 2 0	

AND, PURSUANT TO THE ACTS IN THAT BEHAF

URE
and

		26.				INCOME.						
Total of Duty Paid.		TOTAL EXPENDITURE.				36. Arrears of former Years.		37. Balance in Treasurers' Hands on 31st Dec. 1868.		38. TOTAL ASSETS.		
£	s. d.	£	s. d.		£	s. d.	£	s. d.	£	s. d.		
1,00	-	4,365	11 2	11	-	-	3,037	14 0	3,037	14 0	10 Trusts.	
2,00	4	9,267	15 9	22	-	-	1,625	1 11	1,793	8 7	13 "	
1,80	-	6,070	1 10	10	82	10 0	1,267	6 4	1,402	7 7	9 "	
2,10	-	8,544	18 9	16	119	14 7	-	-	-	-	-	
7,91	-	36,023	11 7	98	-	-	1,862	1 2	2,128	1 4	13 "	
4,90	-	18,993	1 9	79	189	10 0	8,737	10 7	9,731	18 1	34 "	
3,80	-	9,512	13 5	58	40	0 0	7,607	8 5	7,647	8 5	15 "	
					42	12 6	2,010	1 10	2,072	10 4	14 "	
9,90	0	34,649	15 0	131	89	13 4	10,876	1 7	12,734	6 10	36 "	
11,30	0	46,265	10 8	337	492	13 4	10,664	2 9	11,289	8 3	30 "	
3,40	-	13,790	2 8	98	-	-	5,827	3 1	6,327	5 2	18 "	
5,10	-	17,233	0 7	42	292	6 7	2,815	2 9	3,399	5 8	16 "	
71	-	2,635	1 0		280	0 0	367	9 6	647	9 6	2 "	
9,80	-	32,859	8 11	142	177	7 10	6,674	2 4	7,726	2 0	37 "	
7,81	0	18,539	6 4	65	25	14 7	4,743	2 8	5,009	3 2	32 "	
7,80	-	15,749	19 9	20	1,999	3 2	1,999	3 2	2,228	18 2	12 "	
2,90	-	10,109	4 8	14	10	0 0	3,845	1 9	3,855	1 9	10 "	
1,41	-	4,842	16 4	10	-	-	580	6 10	580	6 10	5 "	
5,14	-	25,541	1 1	86	79	14 1	8,096	8 5	8,611	0 11	38 "	
22,00	-	92,890	16 4	294	349	5 11	23,727	0 5	25,498	5 7	55 "	
3,90	-	19,155	10 8	27	-	-	7,082	14 5	7,555	5 5	18 "	
5,74	0	17,718	16 6	36	-	-	2,689	16 9	2,783	3 5	24 "	
6,60	-	46,607	0 2	35	-	-	13,667	13 9	14,112	17 0	4 "	
3,71	-	10,269	16 9	42	-	-	2,465	18 3	2,544	8 3	9 "	
2,81	-	9,947	2 7	16	3	0 0	6,047	16 10	6,050	16 10	15 "	
6,10	-	19,722	14 1	43	-	-	5,146	7 6	5,242	14 2	26 "	
5,00	-	14,217	3 9	65	270	0 9	1,739	9 6	2,009	10 8	14 "	
4,40	0	12,795	3 6	48	334	17 2	6,518	2 5	7,076	7 6	20 "	
4,30	-	14,455	18 0	60	4	0 6	4,177	7 8	4,239	18 2	21 "	
61	-	2,132	4 8	2	-	-	195	15 10	206	9 2	4 "	
6,80	-	17,299	14 1	70	-	-	3,861	19 4	4,243	10 11	21 "	
9,81	-	36,937	18 8	133	507	3 10	5,572	14 7	6,502	14 11	24 "	
12,70	0	41,121	3 8	100	64	8 8	14,911	15 5	16,231	11 11	42 "	
1,50	-	4,754	9 5	14	-	-	1,145	4 7	1,145	4 7	9 "	
3,30	-	10,726	0 11	38	3	15 0	5,302	9 4	5,430	4 4	14 "	
4,74	0	22,026	2 4	137	67	10 0	6,087	5 8	6,214	18 4	37 "	
6,34	-	19,876	12 5	35	176	19 2	4,481	4 5	5,001	6 3	32 "	
1,21	-	4,202	1 2	24	520	16 1	1,034	2 6	1,564	18 7	9 "	
8,80	-	22,845	11 1	58	116	3 4	5,472	2 9	5,728	6 1	32 "	
10,00	-	29,788	18 9	24	25	10 0	6,674	8 8	7,403	12 11	29 "	
27,70	0	103,474	4 10	389	6,698	19 8	35,989	6 6	44,606	1 5	112 "	
248,50	4	887,958	5 7	2,947	1,064	6 11	246,626	6 2	271,614	2 7	915 "	
2,40	-	3,282	17 3	1	-	-	4,354	9 7	4,354	9 7	2 "	
1,10	-	3,831	1 1	7	-	-	1,032	3 8	1,032	3 8	4 "	
2,10	-	5,263	2 7	23	-	-	1,572	14 7	1,575	8 9	9 "	
2,00	-	11,275	19 4	44	-	-	1,466	9 5	1,467	2 9	10 "	
1,00	-	7,688	7 4	18	-	-	1,118	14 8	1,118	14 8	6 "	
2,00	-	8,841	13 7	71	-	-	3,582	18 3	3,820	6 1	21 "	
12,70	-	40,133	1 2	165	-	-	13,127	10 2	13,368	5 6	52 "	
7,00	9	35,925	1 6	70	-	-	1,020	9 11	1,020	9 11	6 "	
20,00	9	76,058	2 8	235	-	-	14,148	0 1	14,388	15 5	58 "	
248,50	4	887,958	5 7	2,947	1,064	6 11	246,626	6 2	271,614	2 7	915 "	
20,00	9	76,058	2 8	235	-	-	14,148	0 1	14,388	15 5	58 "	
269,00	1	964,016	8 3	3,183	1,064	6 11	260,774	6 3	286,002	18 0	973 "	

THE GENERAL STATEMENTS OF THE INCOME AND EXPENDITURE OF THE SEVERAL TRUSTS

ARE ARRANGED IN THIRTY-EIGHT COLUMNS

UNDER THE FOLLOWING HEADS:

1.	
NAMES OF COUNTIES.	Bal Tre Ha 1st
ENGLAND.	4
BEDFORDSHIRE -	2,99
BERKSHIRE -	1,89
BUCKINGHAMSHIRE -	1,37
CAMBRIDGESHIRE -	2,11
CHESHIRE -	10,32
CORNWALL -	7,87
CUMBERLAND -	1,42
DERBYSHIRE -	11,04
DEVONSHIRE -	9,76
DORSETSHIRE -	4,86
DURHAM -	3,34
ESSEX -	3
GLOUCESTERSHIRE -	6,04
HAMPSHIRE -	4,57
HEREFORDSHIRE -	1,67
HERTFORDSHIRE -	4,10
HUNTINGDONSHIRE -	4
KENT -	8,5
LANCASHIRE -	25,8
LEICESTERSHIRE -	8,8
LINCOLNSHIRE -	2,9
MIDDLESEX -	14,2
MONMOUTHSHIRE -	1,6
NORFOLK -	5,5
NORTHAMPTONSHIRE -	4,6
NORTHUMBERLAND -	1,6
NOTTINGHAMSHIRE -	6,2
OXFORDSHIRE -	4,7
RUTLANDSHIRE -	1
SHROPSHIRE -	3,9
SOMERSETSHIRE -	5,2
STAFFORDSHIRE -	14,6
SUFFOLK -	1,2
SURREY -	5,1
SUSSEX -	6,2
WARWICKSHIRE -	4,4
WESTMORLAND -	1,4
WILTSHIRE -	5,4
WORCESTERSHIRE -	6,6
YORKSHIRE -	36,4
TOTAL -	249,
WALES.	
ANGLESEY -	4,6
CARNARVONSHIRE -	1,2
DENBIGHSHIRE -	1,2
FLINTSHIRE -	2,4
MERIONETHSHIRE -	1
MONTGOMERYSHIRE -	3,
SOUTH WALES, } 6 Counties -	13,7 1,7
TOTAL -	15,
SUMMARY.	
ENGLAND, } 40 Counties -	249
WALES, } 12 Counties -	15
TOTAL -	265

Col. 1.--NAMES OF TRUSTS : alphabetically arranged, in their respective Counties.

BALANCES:

- 2.—Balance in Treasurers' Hands, 1st January 1868.
- 3.—Balance due to the Treasurers, 1st January 1868.

INCOME:

- 4.—Revenue received from Tolls.
- 5.—Parish Composition in lieu of Statute Duty.
- 6.—Estimated Value of Statute Duty performed.
- 7.—Revenue from Fines.
- 8.—Revenue from Incidental Receipts.
- 9.—Amount of Money borrowed on the Security of the Toll.
- 10.—TOTAL INCOME.

EXPENDITURE:

- 11.—Manual Labour.
- 12.—Team Labour and Carriage of Materials.
- 13.—Materials for Surface Repairs.
- 14.—Land purchased.
- 15.—Damage done in obtaining Materials.
- 16.—Tradesmen's Bills.
- 17.—Salaries of Treasurer.
- 18.—Salaries of Clerk.
- 19.—Salaries of Surveyor.
- 20.—Law Charges.
- 21.—Interest of Debt.
- 22.—Improvements.
- 23.—Debts paid off.
- 24.—Incidental Expenses.
- 25.—Estimated Value of Statute Duty performed.
- 26.—TOTAL EXPENDITURE.

DEBTS:

- 27.—Bonded or Mortgage Debts.
- 28.—Average Rate of Interest per Cent.
- 29.—Floating Debts.
- 30.—Unpaid Interest.
- 31.—Balance due to Treasurers, 31st December 1868.
- 32.—TOTAL DEBTS.

ARREARS OF INCOME:

- 33.—Arrears of Tolls for current Year.
- 34.—Arrears of Parish Composition for current Year.
- 35.—Arrears of other Receipts for current Year.
- 36.—Arrears of former Years.
- 37.—Balance in Treasurers' Hands, 31st December 1868.
- 38.—TOTAL ASSETS.

AN ABSTRACT of the General Statements of INCOME and EXPENDITURE
of the several TURNPIKE TRUSTS in the different Counties in *England*
and *Wales* : viz.—

ENGLAND :

County of BEDFORD	-	-	10 Trusts	-	-	p. 6
— BERKS	-	-	13 Trusts	-	-	p. 6
— BUCKS	-	-	9 Trusts	-	-	p. 6
— CAMBRIDGE	-	-	13 Trusts	-	-	p. 10
— CHESTER	-	-	34 Trusts	-	-	p. 10
— CORNWALL	-	-	15 Trusts	-	-	p. 14
— CUMBERLAND	-	-	14 Trusts	-	-	p. 14
— DERBY	-	-	36 Trusts	-	-	p. 14
— DEVON	-	-	30 Trusts	-	-	p. 18
— DORSET	-	-	18 Trusts	-	-	p. 18
— DURHAM	-	-	16 Trusts	-	-	p. 22
— ESSEX	-	-	2 Trusts	-	-	p. 22
— GLOUCESTER	-	-	37 Trusts	-	-	p. 22
— HANTS	-	-	32 Trusts	-	-	p. 26
— HEREFORD	-	-	12 Trusts	-	-	p. 30
— HERTFORD	-	-	10 Trusts	-	-	p. 30
— HUNTINGDON	-	-	5 Trusts	-	-	p. 30
— KENT	-	-	38 Trusts	-	-	p. 34
— LANCASTER	-	-	55 Trusts	-	-	p. 34
— LEICESTER	-	-	18 Trusts	-	-	p. 38
— LINCOLN	-	-	24 Trusts	-	-	p. 42
— MIDDLESEX	-	-	4 Trusts	-	-	p. 42
— MONMOUTH	-	-	9 Trusts	-	-	p. 46
— NORFOLK	-	-	15 Trusts	-	-	p. 46
— NORTHAMPTON	-	-	26 Trusts	-	-	p. 46
— NORTHUMBERLAND	-	-	14 Trusts	-	-	p. 50
— NOTTINGHAM	-	-	20 Trusts	-	-	p. 50
— OXFORD	-	-	21 Trusts	-	-	p. 50
— RUTLAND	-	-	4 Trusts	-	-	p. 54
— SALOP	-	-	21 Trusts	-	-	p. 54
— SOMERSET	-	-	24 Trusts	-	-	p. 54
— STAFFORD	-	-	42 Trusts	-	-	p. 58
— SUFFOLK	-	-	9 Trusts	-	-	p. 62
— SURREY	-	-	14 Trusts	-	-	p. 62
— SUSSEX	-	-	37 Trusts	-	-	p. 62
— WARWICK	-	-	32 Trusts	-	-	p. 66
— WESTMORLAND	-	-	9 Trusts	-	-	p. 70
— WILTS	-	-	32 Trusts	-	-	p. 70
— WORCESTER	-	-	29 Trusts	-	-	p. 74
— YORK	-	-	112 Trusts	-	-	p. 74

WALES :

County of ANGLESEY	-	-	2 Trusts	-	-	p. 86
— CARNARVON	-	-	4 Trusts	-	-	p. 86
— DENBIGH	-	-	9 Trusts	-	-	p. 86
— FLINT	-	-	10 Trusts	-	-	p. 86
— MERIONETH	-	-	6 Trusts	-	-	p. 86
— MONTGOMERY	-	-	21 Trusts	-	-	p. 90
SOUTH WALES	-	-	6 Trusts	-	-	p. 90

ENGLAND.

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands on 1st Jan. 1868.	3. Balance due to the Treasurers on 1st Jan. 1868.	INCOME.						9. Amount of Money borrowed of the Treasury
			4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.		
COUNTY OF BEDFORD.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. Barford - - -	674 3 10	- - -	531 0 0	- - -	- - -	- - -	- - -	- - -	- - -
2. Bedford and Kimbolton - -	363 12 2	- - -	302 0 0	- - -	- - -	- - -	- - -	- - -	- - -
3. Bedford and Luton - - -	183 6 5	- - -	461 13 0	- - -	- - -	- - -	- - -	0 2 6	- - -
4. Bedford and Newport Pagnell -	231 17 4	- - -	351 0 0	- - -	- - -	- - -	- - -	- - -	- - -
5. Bedford and Woburn - - -	220 16 6	- - -	331 0 0	- - -	- - -	- - -	- - -	0 4 0	- - -
6. Great Staughton to Lavendon -	162 3 3	- - -	621 0 0	- - -	- - -	- - -	- - -	- - -	- - -
7. Hitchin and Bedford - - -	110 7 6	- - -	501 13 8	- - -	- - -	- - -	- - -	- - -	- - -
8. Hockliffe and Woburn - - -	312 19 9	- - -	480 0 0	- - -	- - -	- - -	- - -	12 7 0	- - -
9. Luton District - - -	644 3 8	- - -	574 19 0	- - -	- - -	- - -	- - -	- - -	- - -
10. Puddlehill - - -	90 5 7	- - -	235 15 0	- - -	- - -	- - -	- - -	6 15 0	- - -
£	2,993 16 0	- - -	4,390 0 8	- - -	- - -	- - -	- - -	19 8 6	- - -
COUNTY OF BERKS.									
1. Besselsleigh to Hungerford -	221 15 1	- - -	653 2 0	173 5 10	15 0 0	- - -	- - -	0 11 0	- - -
2. Chilton - - -	- - -	15 9 5	366 6 3	- - -	- - -	- - -	- - -	7 7 6	- - -
3. Fyfield - - -	- - -	4 14 7	135 8 5	39 6 6	- - -	- - -	- - -	6 11 6	- - -
4. Fyfield, St. John's Bridge, and Newbridge - - -	- - -	0 18 6	644 0 0	290 0 0	64 7 4	- - -	- - -	16 15 6	- - -
5. Harwell and Stratley - - -	107 2 2	- - -	120 6 8	- - -	- - -	- - -	- - -	- - -	- - -
6. Hurley - - -	35 12 8	- - -	92 11 4	- - -	- - -	- - -	- - -	- - -	- - -
7. Maidenhead - - -	267 15 5	- - -	653 2 7	- - -	- - -	- - -	- - -	2 7 6	- - -
8. Reading and Basingstoke - -	- - -	104 14 3	915 0 0	- - -	- - -	- - -	- - -	11 13 3	- - -
9. Shillingford, Wallingford, and Reading - - -	251 11 0	- - -	1,176 16 8	- - -	- - -	- - -	- - -	95 0 0	- - -
10. Speenhamland, Districts of Reading and Marlborough - - -	195 4 3	- - -	480 15 0	- - -	- - -	- - -	- - -	9 19 6	- - -
11. Twyford and Theale - - -	508 2 1	- - -	965 0 0	- - -	- - -	- - -	- - -	16 19 4	- - -
12. Wallingford, Wantage, and Faring- don - - -	168 11 3	- - -	1,218 6 8	- - -	- - -	0 3 3	- - -	- - -	- - -
13. Windsor Forest ^a - - -	135 2 4	- - -	475 0 0	- - -	24 0 0	- - -	- - -	6 254 3 0	- - -
£	1,890 16 3	125 16 9	7,895 15 7	502 12 4	103 7 4	0 3 3	- - -	421 8 1	- - -
COUNTY OF BUCKS.									
1. Aylesbury and Hockliffe ^d - -	- - -	56 12 2	- - -	- - -	- - -	- - -	- - -	197 8 3	- - -
2. Bicester and Aylesbury - - -	353 7 8	- - -	752 0 0	154 0 0	- - -	0 2 0	- - -	- - -	- - -
3. Bromham and Olney - - -	128 11 3	- - -	398 6 8	- - -	- - -	- - -	- - -	- - -	- - -
4. Buckingham to Hanwell, Upper Division - - -	7 14 6	- - -	369 0 0	- - -	- - -	- - -	- - -	0 5 0	- - -
5. Buckingham and Newport Pagnell -	202 2 6	- - -	892 18 5	- - -	- - -	- - -	- - -	- - -	- - -
6. Buckingham and Towcester - -	182 1 9	- - -	392 0 0	- - -	- - -	- - -	- - -	- - -	- - -
7. Colnbrook, Datchet, and Slough -	- - -	144 18 2	953 13 4	25 0 0	- - -	- - -	- - -	39 10 0	- - -
8. Princes Risborough and Thame -	182 19 0	- - -	620 0 0	- - -	- - -	50 15 9	- - -	- - -	- - -
9. Wendover and Buckingham - -	318 9 9	- - -	1,176 0 0	- - -	- - -	0 4 0	- - -	28 15 0	- - -
£	1,375 6 5	201 10 4	5,553 18 5	179 0 0	- - -	1 1 9	- - -	265 18 3	- - -

^a Local Act expired 1st November 1868.^f Including proceeds of sale of Trust property.^b From sale of Trust property, and including a contribution of 80*l.* from ratepayers.^g Paid to the parishes on the Trust ceasing.

ENGLAND.

EXPENDITURE.									
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of		
							Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
531 0 0	137 0 0	34 12 7	76 10 5	- - -	2 2 0	86 12 2	- - -	20 0 0	42 0 0
302 0 0	88 17 11	51 4 6	79 11 1	- - -	- - -	11 6 7	5 0 0	12 12 0	25 0 0
461 15 6	124 18 10	70 0 2	188 7 10	- - -	- - -	12 8 6	- - -	20 0 0	50 0 0
351 0 0	65 16 6	35 4 3	202 16 9	- - -	- - -	4 13 4	5 5 0	20 0 0	30 0 0
331 4 0	76 5 8	79 1 8	96 18 10	- - -	1 10 0	47 17 5	- - -	20 0 0	40 0 0
621 0 0	244 6 11	40 13 4	183 6 7	- - -	1 7 6	32 8 3	7 0 0	15 0 0	26 0 0
501 13 8	163 5 6	78 6 2	63 15 10	- - -	14 19 0	46 5 1	5 5 0	32 0 0	80 0 0
492 7 0	146 10 3	67 0 11	147 18 2	- - -	- - -	14 4 6	- - -	20 0 0	40 0 0
574 19 0	- - -	- - -	- - -	- - -	- - -	34 10 6	- - -	10 0 0	- - -
242 10 0	35 5 6	12 19 8	81 7 0	- - -	- - -	81 18 4	- - -	20 0 0	20 0 0
4,409 9 2	1,082 7 1	469 3 3	1,120 12 6	- - -	19 18 6	372 4 8	22 10 0	189 12 0	353 0 0
1. 841 18 10	166 14 4	107 16 6	197 16 11	- - -	- - -	17 3 2	- - -	21 0 0	50 0 0
2. 373 13 9	73 14 8	29 17 0	114 0 6	- - -	- - -	5 17 6	- - -	15 15 0	40 0 0
3. 181 6 5	77 0 0	33 0 3	50 18 11	- - -	- - -	4 18 11	- - -	10 10 0	12 0 0
4. 1,015 2 10	308 1 10	168 7 8	227 2 4	- - -	12 13 4	16 3 10	10 0 0	20 0 0	40 0 0
5. 120 6 8	- - -	- - -	- - -	- - -	- - -	3 3 0	- - -	10 0 0	- - -
6. 92 11 4	- - -	- - -	- - -	- - -	- - -	8 16 1	- - -	5 0 0	- - -
7. 655 10 1	99 4 9	69 9 6	70 10 0	- - -	6 5 0	127 12 6	10 0 0	40 0 0	50 0 0
8. 926 13 3	273 8 3	283 5 3	177 10 3	- - -	2 0 0	81 11 5	- - -	50 0 0	50 0 0
9. 1,271 16 8	137 2 0	122 9 6	66 17 8	- - -	- - -	40 19 1	- - -	30 0 0	40 0 0
0. 490 14 6	89 19 0	60 8 0	81 9 6	- - -	- - -	16 3 3	- - -	40 0 0	80 0 0
1. 981 19 4	432 18 9	71 6 0	- - -	- - -	26 5 0	236 13 3	- - -	42 0 0	84 0 0
12. 1,218 9 11	293 7 10	209 1 4	299 9 2	- - -	- - -	30 14 6	10 0 0	55 0 0	80 0 0
13. 753 3 0	87 12 5	104 5 10	52 12 0	- - -	3 0 0	13 4 6	- - -	c 50 0 0	49 15 0
8,923 6 7	2,039 3 10	1,259 6 10	1,338 7 3	- - -	50 3 4	603 1 0	30 0 0	389 5 0	575 15 0
1. 197 8 3	g 65 3 6	- - -	- - -	- - -	- - -	1 6 0	15 15 0	25 0 0	8 8 0
2. 906 2 0	166 17 3	297 8 9	- - -	- - -	- - -	26 10 1	15 0 0	19 0 0	31 0 0
3. 398 6 8	168 5 10	57 5 2	58 12 9	- - -	2 10 0	8 16 9	5 0 0	10 0 0	35 0 0
4. 369 5 0	135 10 10	35 9 4	36 19 8	- - -	8 4 2	11 15 6	10 0 0	10 10 0	30 0 0
5. 892 18 5	210 8 4	69 19 11	239 13 10	- - -	- - -	33 19 11	5 0 0	25 0 0	45 0 0
6. 392 0 0	h 176 0 7	58 19 8	129 2 6	- - -	- - -	20 0 1	- - -	15 0 0	- - -
7. 1,018 3 4	328 19 0	154 10 9	208 2 6	- - -	- - -	170 6 7	- - -	40 0 0	60 0 0
8. 620 15 9	i 420 4 4	- - -	- - -	- - -	- - -	6 14 8	10 0 0	10 0 0	15 0 0
9. 1,204 19 0	222 11 6	101 0 4	394 18 4	- - -	- - -	82 1 3	17 0 0	17 0 0	60 0 0
5,999 18 5	1,894 1 2	774 13 11	1,067 9 7	- - -	10 14 2	361 10 10	77 15 0	171 10 0	284 8 0

c For two years.

d Local Act expired 1st November 1868.

e No tolls levied since December 1867.

f Including contract work.

i Paid to parishes.

(Continued on page 8.)

ENGLAND

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE.
COUNTY OF BEDFORD.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. Barford - - - - -	- - -	- - -	- - -	- - -	5 11 2	- - -	404 8 4
2. Bedford and Kimbolton - - -	7 10 8	- - -	10 12 2	- - -	1 1 6	- - -	292 15 3
3. Bedford and Luton - - - - -	- - -	- - -	- - -	- - -	4 6 7	- - -	470 1 11
4. Bedford and Newport Pagnell - -	- - -	- - -	- - -	- - -	4 7 0	- - -	368 2 10
5. Bedford and Woburn - - - - -	- - -	32 15 10	- - -	- - -	7 16 5	- - -	402 5 10
6. Great Staughton to Lavendon - -	10 6 8	53 6 10	16 9 0	- - -	9 18 0	- - -	640 3 1
7. Hitchin and Bedford - - - - -	- - -	- - -	- - -	- - -	2 18 7	- - -	486 15 2
8. Hockliffe and Woburn - - - - -	- - -	- - -	- - -	- - -	4 2 0	- - -	439 15 10
9. Luton District - - - - -	- - -	114 13 9	- - -	4 434 0 0	2 0 0	- - -	536 4 9
10. Puddlehill - - - - -	- - -	- - -	- - -	- - -	14 7 0	- - -	267 17 6
£	17 17 4	200 16 5	27 1 2	434 0 0	56 8 3	- - -	4,365 11 2
COUNTY OF BERKS.							
1. Beeselsleigh to Hungerford - - -	- - -	51 17 2	- - -	6 198 0 0	4 15 9	15 0 0	830 3 10
2. Chilton - - - - -	2 15 4	- - -	- - -	- - -	10 12 1	- - -	292 12 1
3. Fyfield - - - - -	- - -	23 8 0	- - -	- - -	0 17 1	- - -	212 13 2
4. Fyfield, St. John's Bridge, and Newbridge - - - - -	- - -	104 11 1	- - -	- - -	16 16 10	64 7 4	988 4 2
5. Harwell and Streatley - - - - -	22 9 4	- - -	- - -	c 125 0 0	4 2 1	- - -	164 14 5
6. Hurley - - - - -	- - -	51 2 10	- - -	- - -	0 3 6	- - -	65 2 5
7. Maidenhead - - - - -	7 12 6	75 17 0	- - -	100 0 0	64 19 1	- - -	721 10 4
8. Reading and Basingstoke - - - -	- - -	9 15 0	- - -	- - -	62 19 1	- - -	990 9 3
9. Shillingford, Wallingford, and Reading - - - - -	- - -	89 11 0	- - -	600 0 0	36 0 0	- - -	1,162 19 3
10. Speenhamland, Districts of Reading and Marlborough - - - - -	9 16 2	58 6 11	- - -	- - -	19 16 1	- - -	455 18 11
11. Twyford and Theale - - - - -	14 0 5	27 10 0	- - -	200 0 0	e 203 2 9	- - -	1,337 16 2
12. Wallingford, Wantage, and Faring- don - - - - -	- - -	151 12 2	- - -	- - -	28 1 4	- - -	1,157 6 4
13. Windsor Forest - - - - -	38 15 8	20 16 11	- - -	400 0 0	f 44 3 0	24 0 0	888 5 4
£	95 9 5	664 8 1	- - -	1,623 0 0	496 8 8	103 7 4	9,267 15 9
COUNTY OF BUCKS.							
1. Aylesbury and Hockliffe - - - -	8 0 6	- - -	1 0 1	- - -	16 3 0	- - -	140 16 1
2. Bicester and Aylesbury - - - -	- - -	75 0 7	- - -	g 200 0 0	20 15 8	- - -	851 12 4
3. Bromham and Olney - - - - -	12 6 6	63 18 0	- - -	- - -	15 19 6	- - -	437 14 6
4. Buckingham to Hanwell, Upper Division - - - - -	15 0 0	5 17 0	- - -	- - -	8 0 6	- - -	307 7 0
5. Buckingham and Newport Pagnell -	- - -	139 6 8	- - -	h 183 10 0	13 11 0	- - -	965 9 8
6. Buckingham and Towcester - - -	- - -	- - -	- - -	- - -	8 5 0	- - -	407 7 10
7. Colnbrook, Datchet, and Slough -	- - -	- - -	- - -	- - -	75 0 0	- - -	1,036 13 10
8. Princes Risborough and Thame - -	10 9 0	12 12 0	12 19 0	100 0 0	14 17 0	- - -	612 16 0
9. Wendover and Buckingham - - -	13 7 8	88 18 6	- - -	k 298 10 0	14 12 0	- - -	1,309 19 7
£	59 3 8	385 12 9	13 19 1	782 0 0	187 3 8	- - -	6,070 1 10

(Continued from page 7.)

a For debts of 447l.

b For debts of 200l.

c For debts of 400l.

d Including 600l. at 4 per cent.

i Including 400l. at 4 per cent.

ENGLAND.

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1868.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1868.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
183 7 8	5	85 14 4	220 16 0	- -	489 18 0	- -	- -	- -	- -	800 15 6	800 15 6
2,456 13 4	½	- -	115 6 3	- -	2,571 19 7	- -	- -	- -	- -	372 15 9	372 15 9
- - -	-	133 12 10	- - -	- - -	133 12 10	- -	- -	- -	- -	175 0 0	175 0 0
- - -	-	85 1 5	- - -	- - -	86 1 5	- -	- -	- -	- -	214 14 6	214 14 6
830 0 0	4	122 2 10	- - -	- - -	952 2 10	- -	- -	- -	- -	149 14 8	149 14 8
1,888 0 0	3	- - -	- - -	- - -	1,888 0 0	- -	- -	- -	- -	143 0 2	143 0 2
- - -	-	120 0 0	- - -	- - -	120 0 0	- -	- -	- -	- -	125 6 0	125 6 0
800 0 0	4	- - -	112 0 0	- - -	912 0 0	- -	- -	- -	- -	365 10 11	365 10 11
5,183 10 0	3	- - -	360 15 5	- - -	5,544 5 5	- -	- -	- -	- -	623 18 5	623 18 5
- - -	-	- - -	- - -	- - -	- - -	- -	- -	- -	- -	66 18 1	66 18 1
11,341 11 0	- -	546 11 5	808 17 8	- - -	12,697 0 1	- -	- -	- -	- -	3,037 14 0	3,037 14 0
1,550 0 0	3½	- - -	- - -	- - -	1,550 0 0	- -	- -	- -	- -	233 10 1	233 10 1
- - -	-	- - -	- - -	- - -	- - -	- -	- -	- -	- -	65 12 3	65 12 3
800 0 0	3	- - -	- - -	36 1 4	836 1 4	- -	- -	- -	- -	- -	- -
4,080 0 0	5	20 5 10	2,020 9 0	- - -	6,120 14 10	- -	- -	- -	- -	26 0 1	26 0 1
2,500 0 0	1d.	- - -	- - -	- - -	2,500 0 0	- -	- -	- -	- -	62 14 5	62 14 5
5,034 0 0	1	- - -	- - -	- - -	5,034 0 0	- -	- -	- -	- -	63 1 7	63 1 7
d 1,600 0 0	5	- - -	- - -	- - -	1,600 0 0	- -	- -	- -	- -	201 15 2	201 15 2
200 0 0	5	21 18 0	- - -	168 10 3	390 8 3	- -	- -	- -	- -	- -	- -
1,166 13 4	4	110 0 0	27 19 0	- - -	1,304 12 4	- -	- -	15 0 0	82 10 0	360 8 5	457 18 5
1,700 0 0	3½	- - -	- - -	- - -	1,700 0 0	66 16 8	- -	4 0 0	- -	229 19 10	300 16 6
500 0 0	4	- - -	- - -	- - -	500 0 0	- -	- -	- -	- -	152 5 3	152 5 3
3,110 0 0	5	- - -	- - -	- - -	3,110 0 0	- -	- -	- -	- -	229 14 10	229 14 10
- - -	-	- - -	- - -	- - -	- - -	- -	- -	- -	- -	- -	- -
22,240 13 4	- -	152 3 10	2,048 8 0	204 11 7	24,645 16 9	66 16 8	- -	19 0 0	82 10 0	1,625 1 11	1,793 8 7
- - -	-	- - -	- - -	- - -	- - -	- -	- -	- -	- -	- -	- -
2,101 0 0	3½	- - -	- - -	- - -	2,101 0 0	- -	- -	- -	65 3 3	407 17 4	473 0 7
2,230 0 0	3	- - -	69 18 0	- - -	2,299 18 0	- -	- -	- -	- -	89 3 5	89 3 5
150 0 0	4	- - -	- - -	- - -	150 0 0	3 6 8	- -	12 0 0	7 18 0	69 12 6	92 17 2
2,800 0 0	5	- - -	- - -	- - -	2,800 0 0	- -	- -	- -	- -	129 11 3	129 11 3
1,340 0 0	None	- - -	- - -	- - -	1,340 0 0	- -	- -	- -	- -	166 13 11	166 13 11
- - -	-	- - -	- - -	163 13 8	163 13 8	- -	- -	- -	- -	- -	- -
215 0 0	4	- - -	- - -	- - -	215 0 0	- -	- -	- -	- -	190 18 9	190 18 9
2,000 0 0	4	- - -	- - -	- - -	2,000 0 0	- -	- -	- -	46 13 4	213 9 2	260 2 6
10,836 0 0	- -	- - -	69 18 0	163 13 8	11,069 11 8	3 6 8	- -	12 0 0	119 14 7	1,267 6 4	1,402 7 7

e Including 167l. 12s. 6d. for watering. f Including 16l. 6s. 8d. compensation to officers. g For debts of 323l. h For debts of 200l.

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands on 1st Jan. 1868.	3. Balance due to the Treasurers on 1st Jan. 1868.	INCOME.					
			4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed of the Security of the Toll.
COUNTY OF CAMBRIDGE.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. Arrington	238 18 9	- - -	661 0 0	- - -	- - -	- - -	- - -	- - -
2. Cambridge and Ely ("The South District")	405 11 2	- - -	1,396 0 0	- - -	- - -	0 17 0	38 17 6	- - -
8. Chatteris, Wisbech, Tyd Gote, and Downham	95 18 7	- - -	2,242 6 8	- - -	- - -	- - -	3 3 0	- - -
4. Hauxton and Dunsbridge	113 18 3	- - -	610 0 0	- - -	- - -	- - -	- - -	- - -
5. Littleport to Welney ("The North-west District")	152 11 6	- - -	122 10 0	- - -	- - -	- - -	- - -	- - -
6. Newmarket Heath	210 9 1	- - -	140 7 9	- - -	- - -	- - -	2 5 0	- - -
7. Paper Mills	- - -	32 2 7	640 16 8	- - -	- - -	- - -	0 5 0	- - -
8. Red Cross	266 15 3	- - -	316 2 11	- - -	- - -	- - -	- - -	- - -
9. Royston to Wandesford Bridge, South District	97 15 9	- - -	630 0 0	- - -	- - -	- - -	- - -	- - -
10. St. Neots to Cambridge	262 9 1	- - -	452 0 0	91 14 0	- - -	- - -	1 0 0	- - -
11. Stump Cross	- - -	14 3 4	328 13 4	- - -	- - -	- - -	0 6 0	- - -
12. Wimpole and Potton	46 2 11	- - -	215 8 4	- - -	- - -	- - -	- - -	- - -
13. Wisbech and Thorney	229 8 3	- - -	354 0 0	- - -	- - -	- - -	- - -	- - -
£	2,119 18 7	46 5 11	8,109 5 8	91 14 0	- - -	0 17 0	40 16 6	- - -
COUNTY OF CHESTER.								
1. Acton Bridge and Hartford Green	448 11 8	- - -	720 0 0	- - -	- - -	- - -	- - -	- - -
2. Ashton and Frodsham	187 19 7	- - -	80 0 0	- - -	- - -	- - -	- - -	- - -
3. Chelford and Holmes Chapel	- - -	- - -	90 0 0	- - -	- - -	- - -	- - -	- - -
4. Chester, Farndon, and Worthenbury	- - -	70 17 7	420 0 0	- - -	- - -	- - -	- - -	- - -
5. Chester and Frodsham	360 6 0	- - -	490 0 0	- - -	- - -	0 2 6	- - -	- - -
6. Chester, Neston, and Woodside Ferry	114 9 3	- - -	1,680 0 0	- - -	- - -	- - -	3 16 7	- - -
7. Chester and Tarvin	513 4 8	- - -	720 0 0	- - -	- - -	- - -	- - -	- - -
8. Chester and Whitechurch	627 0 9	- - -	1,175 0 0	- - -	- - -	0 10 0	- - -	- - -
9. Chester and Wrexham	193 15 11	- - -	600 0 0	- - -	- - -	- - -	3 6 0	- - -
10. Congleton and Buxton	114 1 8	- - -	135 11 9	- - -	- - -	- - -	0 0 6	- - -
11. Cranage and Warrington, and Macclesfield and Nether Tabley (united)	- - -	47 1 10	1,700 0 0	- - -	- - -	3 10 3	70 0 0	- - -
12. Frodsham and Wilderspool	1,020 8 7	- - -	698 8 4	- - -	- - -	- - -	68 11 6	- - -
13. Hinderton and Birkenhead	101 2 8	- - -	850 0 0	50 0 0	- - -	- - -	4 0 7	- - -
14. Macclesfield and Buxton	507 19 9	- - -	204 15 0	- - -	- - -	- - -	8 15 0	- - -
15. Macclesfield and Chapel-en-le-Frith	130 15 11	- - -	193 14 1	- - -	- - -	- - -	0 4 1	- - -
16. Macclesfield and Congleton	424 8 2	- - -	440 16 4	- - -	- - -	0 10 6	17 5 1	- - -
17. Macclesfield District of the Sandon	244 8 6	- - -	833 9 3	- - -	- - -	0 5 0	14 3 6	- - -
18. Manchester and Buxton	688 16 2	- - -	5,018 0 0	- - -	- - -	- - -	48 2 2	- - -
19. Manchester, Hyde, and Mottram	1,388 13 7	- - -	2,935 19 3	625 0 0	- - -	- - -	274 7 10	- - -
20. Manchester and Wilmslow	1,131 18 1	- - -	3,355 16 8	- - -	- - -	0 15 0	267 13 11	- - -
Nantwich and Congleton:								
21. Middlewich to Nantwich	33 8 1	- - -	290 0 0	- - -	- - -	- - -	15 15 0	- - -
22. Nantwich and Wheelock, and Branch	14 16 7	- - -	652 9 1	- - -	- - -	- - -	- - -	- - -
23. Nantwich and Woore	- - -	28 19 2	492 18 1	- - -	- - -	- - -	18 19 2	- - -
24. Sandbach and Congleton	- - -	- - -	200 10 0	- - -	- - -	- - -	- - -	- - -
25. Span Smithy, Booth Lane, and Winsford	- - -	2 11 3	400 0 0	- - -	- - -	- - -	34 0 0	- - -
26. Span Smithy and Linley Lane	102 3 7	- - -	403 15 0	- - -	- - -	- - -	4 12 5	- - -
27. Stayley	485 4 3	- - -	330 0 0	- - -	- - -	- - -	- - -	- - -
28. Stockport and Ashton	121 12 3	- - -	2,363 8 1	- - -	- - -	- - -	96 10 7	- - -
29. Stockport and Marple	227 19 10	- - -	488 8 8	- - -	- - -	- - -	3 18 1	- - -
30. Stockport and Warrington, and Washway (united)	449 15 4	- - -	2,483 18 3	- - -	- - -	- - -	108 7 0	- - -
31. Tarporley and Whitechurch	122 1 2	- - -	506 0 0	- - -	- - -	- - -	- - -	- - -
32. Thornsiet	30 19 10	- - -	600 0 0	- - -	- - -	- - -	- - -	- - -
33. Wilmslow and Lawton	564 13 8	- - -	896 5 0	- - -	- - -	- - -	35 0 0	- - -
34. Woodside and Hoylake	- - -	526 10 0	400 0 0	- - -	- - -	- - -	- - -	- - -
£	10,330 13 6	675 19 10	32,849 2 10	675 0 0	- - -	5 13 3	1,097 9 0	- - -

a For 1½ year.

b Including team labour.

c Including 50¢ expended in Transmere parish.

EXPENDITURE.										
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	
TOTAL	Manual	Team Labour	Materials	Land	Damage	Tradesmen's	Salaries of			
INCOME.	Labour.	and Carriage of Materials.	for Surface Repairs.	purchased.	done in obtaining Materials.	Bills.	Treasurer.	Clerk.	Surveyor.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. 661 0 0	171 11 8	- - -	317 7 0	- - -	- - -	92 10 10	- - -	20 0 0	50 0 0	
2. 1,430 14 6	570 4 6	330 0 0	489 11 10	- - -	- - -	79 2 8	- - -	20 0 0	100 0 0	
3. 2,245 9 8	399 11 7	102 2 0	520 5 3	- - -	- - -	123 1 8	31 10 0	21 0 0	150 0 0	
4. 610 0 0	235 12 6	28 8 9	231 9 2	- - -	- - -	16 4 10	- - -	a 30 0 0	50 0 0	
5. 122 10 0	- - -	- - -	- - -	- - -	- - -	2 14 2	- - -	5 0 0	10 0 0	
6. 142 12 9	57 7 0	- - -	33 0 6	- - -	- - -	3 6 3	- - -	- - -	30 0 0	
7. 641 1 8	130 11 7	118 15 6	144 14 6	- - -	- - -	19 10 7	15 15 0	26 5 0	63 0 0	
8. 316 2 11	111 3 0	- - -	70 3 4	- - -	- - -	3 4 7	- - -	- - -	40 0 0	
9. 630 0 0	93 0 0	39 6 0	352 19 7	- - -	- - -	26 3 11	- - -	24 11 8	30 0 0	
10. 544 14 0	139 5 6	154 11 6	153 7 2	- - -	- - -	28 10 11	10 0 0	- - -	50 0 0	
11. 328 19 4	168 1 6	- - -	138 11 8	- - -	- - -	6 19 4	- - -	- - -	60 0 0	
12. 215 8 4	53 10 9	73 12 6	74 2 6	- - -	- - -	20 16 11	- - -	10 0 0	20 0 0	
13. 354 0 0	- - -	- - -	- - -	- - -	- - -	1 4 3	15 0 0	15 0 0	- - -	
8,242 13 2	2,129 19 7	846 16 3	2,525 12 6	- - -	- - -	423 10 11	72 5 0	171 16 8	653 0 0	
1. 720 0 0	215 17 10	13 10 0	72 14 3	- - -	- - -	45 15 9	10 0 0	5 5 0	50 0 0	
2. 80 0 0	- - -	- - -	- - -	- - -	- - -	1 16 7	- - -	7 10 0	5 0 0	
3. 90 0 0	- - -	- - -	- - -	- - -	- - -	4 19 0	- - -	1 1 0	- - -	
4. 420 0 0	68 2 0	47 14 6	45 1 7	- - -	0 10 0	5 11 10	- - -	15 0 0	20 0 0	
5. 490 2 6	114 17 10	- - -	b 184 5 3	- - -	- - -	3 9 8	- - -	20 0 0	10 0 0	
6. 1,683 16 7	635 11 6	69 7 0	725 9 7	- - -	- - -	36 7 3	- - -	60 0 0	60 0 0	
7. 720 0 0	242 2 10	- - -	b 315 2 10	- - -	- - -	69 4 4	- - -	21 0 0	35 0 0	
8. 1,175 10 0	243 10 0	- - -	b 204 17 11	- - -	- - -	12 0 1	- - -	30 0 0	40 0 0	
9. 603 6 0	169 0 9	- - -	b 109 12 8	- - -	14 13 2	23 2 5	- - -	- - -	40 0 0	
10. 135 12 3	- - -	- - -	- - -	- - -	- - -	1 15 2	- - -	15 0 0	15 0 0	
11. 1,773 10 3	534 17 6	288 16 1	405 15 6	- - -	- - -	96 18 11	20 0 0	36 0 0	140 0 0	
12. 766 19 10	143 0 9	25 3 0	148 9 5	- - -	- - -	14 8 9	5 0 0	15 0 0	- - -	
13. 904 0 7	c 237 6 5	93 16 10	272 1 5	- - -	- - -	8 9 4	- - -	20 0 0	35 0 0	
14. 213 10 0	- - -	- - -	20 0 0	- - -	- - -	4 19 6	- - -	15 0 0	15 0 0	
15. 193 18 2	- - -	- - -	- - -	- - -	- - -	6 1 0	- - -	10 0 0	15 0 0	
16. 458 11 11	195 18 2	71 16 1	12 8 2	- - -	- - -	33 17 7	- - -	10 10 0	30 0 0	
17. 847 17 9	170 1 3	188 9 2	400 16 5	- - -	- - -	77 17 9	- - -	20 0 0	60 0 0	
18. 5,066 2 2	d 1,190 12 1	324 16 4	817 9 5	- - -	8 6 0	187 12 8	- - -	200 0 0	139 19 6	
19. 3,835 7 1	501 7 1	174 8 5	637 11 6	- - -	- - -	20 11 5	- - -	40 0 0	106 0 0	
20. 3,624 5 7	709 5 0	285 9 4	1,024 17 7	- - -	4 6 8	78 13 9	- - -	45 0 0	162 10 0	
21. 305 15 0	97 4 4	9 18 9	45 18 0	- - -	- - -	2 11 4	2 2 0	5 0 0	25 0 0	
22. 652 9 1	122 14 10	40 1 10	91 13 3	- - -	- - -	39 0 5	- - -	- - -	32 12 6	
23. 511 17 3	136 5 0	31 10 7	87 10 9	- - -	- - -	47 9 0	- - -	10 0 0	40 0 0	
24. 200 10 0	- - -	- - -	- - -	- - -	- - -	1 12 3	- - -	- - -	- - -	
25. 434 0 0	195 17 4	11 18 9	85 19 8	- - -	- - -	9 13 10	5 0 0	10 0 0	30 0 0	
26. 408 7 5	137 11 3	46 9 8	77 16 9	- - -	- - -	11 19 3	5 0 0	20 0 0	20 0 0	
27. 330 0 0	223 10 5	45 7 6	37 7 6	- - -	- - -	- - -	6 0 0	- - -	- - -	
28. 2,459 18 8	807 8 1	157 8 11	334 14 2	- - -	6 5 6	39 2 10	- - -	25 0 0	112 2 0	
29. 492 6 9	- - -	- - -	- - -	- - -	- - -	9 0 2	5 0 0	21 0 0	- - -	
30. 2,592 5 3	481 10 4	294 10 0	1,314 2 9	- - -	- - -	189 6 1	20 0 0	20 0 0	73 6 8	
31. 506 0 0	60 8 8	11 19 9	59 4 8	- - -	- - -	21 5 4	15 0 0	10 0 0	15 0 0	
32. 600 0 0	e 100 0 0	- - -	- - -	- - -	- - -	14 10 7	10 0 0	10 0 0	10 0 0	
33. 931 5 0	146 16 0	22 4 0	225 14 9	- - -	- - -	11 14 7	5 0 0	80 0 0	40 0 0	
34. 400 0 0	94 2 9	100 9 0	100 9 0	- - -	- - -	3 19 6	- - -	10 0 0	- - -	
34,627 5 1	7,975 0 0	2,355 5 6	7,807 4 9	- - -	34 1 4	1,134 17 11	108 2 0	757 6 0	1,376 10 8	

d Including Contract work.

e Paid to parishes.

(Continued from page 11.)

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE
COUNTY OF CAMBRIDGE.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. Arrington - - -	9 4 6	- - -	- - -	- - -	7 15 8	- - -	668 9 3
2. Cambridge and Ely ("The South District") - - -	- - -	- - -	125 0 0	- - -	46 14 0	- - -	1,760 13 6
3. Chatteris, Wisbech, Tyd Gote, and Downham - - -	11 17 10	176 3 5	- - -	250 0 0	77 2 6	- - -	1,862 14 3
4. Hauxton and Dunsbridge - - -	- - -	- - -	- - -	- - -	2 11 0	- - -	594 6 3
5. Littleport to Welney ("The North- west District") - - -	- - -	- - -	- - -	a 130 0 0	10 9 0	- - -	158 3 2
6. Newmarket Heath - - -	21 14 0	- - -	- - -	- - -	21 18 6	- - -	167 6 3
7. Paper Mills - - -	10 15 7	- - -	- - -	- - -	13 7 5	- - -	542 15 2
8. Red Cross - - -	25 9 2	40 0 0	- - -	b 90 0 0	1 1 6	- - -	381 1 7
9. Royston to Wandesford Bridge, South District - - -	- - -	38 14 6	- - -	c 59 10 0	10 10 0	- - -	674 15 8
10. St. Neuts to Cambridge - - -	12 11 7	66 13 6	- - -	- - -	10 9 6	- - -	625 9 8
11. Stump Cross - - -	29 9 7	- - -	- - -	- - -	2 8 0	- - -	405 10 1
12. Wimpole and Pottton - - -	- - -	- - -	- - -	- - -	5 3 11	- - -	257 6 7
13. Wisbech and Thorney - - -	1 11 2	125 12 9	- - -	d 270 0 0	17 19 3	- - -	446 7 5
£	122 13 5	447 4 2	125 0 0	799 10 0	227 10 3	- - -	8,544 18 9
COUNTY OF CHESTER.							
1. Acton Bridge and Hartford Green - - -	5 5 0	49 8 9	- - -	e 500 0 0	3 0 1	- - -	970 16 8
2. Ashton and Frodsham - - -	0 12 7	14 12 8	- - -	- - -	0 6 7	- - -	29 18 0
3. Chelford and Holmes Chapel - - -	- - -	- - -	- - -	77 15 6	6 4 6	- - -	90 0 0
4. Chester, Farndon, and Worthen- bury - - -	4 13 8	113 2 1	- - -	- - -	16 18 0	- - -	336 13 8
5. Chester and Frodsham - - -	47 8 6	88 11 4	- - -	- - -	1 0 0	- - -	419 12 7
6. Chester, Neston, and Woodside Ferry - - -	41 8 10	19 10 2	- - -	- - -	41 7 1	- - -	1,689 1 5
7. Chester and Tarvin - - -	12 0 5	5 2 6	187 12 9	100 0 0	4 0 0	- - -	991 5 8
8. Chester and Whitechurch - - -	28 10 9	92 5 8	39 7 9	g 499 7 6	31 17 3	- - -	1,221 16 11
9. Chester and Wrexham - - -	18 9 8	112 9 4	- - -	- - -	5 3 10	- - -	493 11 10
10. Congleton and Buxton - - -	113 11 9	- - -	- - -	- - -	5 2 7	- - -	150 9 6
11. Cranage and Warrington, and Macclesfield and Nether Tabley (united) - - -	4 1 6	182 9 1	- - -	- - -	13 11 3	- - -	1,722 9 10
12. Frodsham and Wilderspool - - -	21 16 11	52 15 10	- - -	900 0 0	6 18 4	- - -	1,332 13 0
13. Hinderton and Birkenhead - - -	4 2 0	76 8 7	- - -	100 0 0	34 3 4	- - -	881 7 11
14. Macclesfield and Buxton - - -	4 6 2	77 4 6	- - -	- - -	2 6 3	- - -	138 16 5
15. Macclesfield and Chapel-en-le- Frith - - -	3 17 11	41 1 6	- - -	h 86 6 8	2 1 5	- - -	164 8 6
16. Macclesfield and Congleton - - -	0 10 0	28 3 4	- - -	- - -	0 0 3	- - -	383 3 7
17. Macclesfield District of the Sandon - - -	18 15 0	15 2 3	- - -	100 0 0	5 3 8	- - -	1,056 5 6
18. Manchester and Buxton - - -	14 16 7	320 13 10	- - -	i 1,992 14 2	145 5 0	- - -	5,342 5 7
19. Manchester, Hyde, and Mottram - - -	23 19 9	345 3 0	- - -	k 2,752 15 2	41 4 1	- - -	4,643 0 5
20. Manchester and Wilmslow - - -	61 10 2	263 3 11	83 3 6	800 0 0	105 8 2	- - -	3,623 8 1
21. Nantwich and Congleton : Middlewich to Nantwich - - -	6 12 0	12 8 8	- - -	- - -	0 17 6	- - -	207 12 7
22. Nantwich and Wheelock, and Branch - - -	12 10 0	15 12 0	- - -	295 9 5	2 14 10	- - -	652 9 1
23. Nantwich and Woore - - -	- - -	- - -	- - -	- - -	17 17 11	- - -	370 13 3
24. Sandbach and Congleton - - -	8 18 3	106 4 11	- - -	80 10 0	3 4 7	- - -	200 10 0
25. Span Smithy, Booth Lane, and Winsford - - -	8 6 0	3 6 4	- - -	40 0 0	1 11 8	- - -	401 13 7
26. Span Smithy and Linley Lane - - -	- - -	14 12 6	- - -	100 0 0	13 5 4	- - -	446 14 9
27. Stayley - - -	48 6 2	20 8 2	- - -	- - -	4 15 4	- - -	385 15 1
28. Stockport and Ashton - - -	46 12 4	138 16 4	- - -	l 798 0 0	81 14 6	- - -	2,547 4 8
29. Stockport and Marple - - -	- - -	52 2 7	- - -	m 108 12 3	7 8 1	- - -	203 3 1
30. Stockport and Warrington, and Washway (united) - - -	121 19 6	- - -	89 14 6	- - -	94 9 6	- - -	2,698 19 4
31. Tarporley and Whitechurch - - -	- - -	51 5 9	- - -	n 140 0 0	15 1 7	- - -	399 5 9
32. Thornset - - -	12 3 4	208 2 0	- - -	o 254 0 0	- - -	- - -	618 15 11
33. Wilmslow and Lawton - - -	- - -	95 7 1	- - -	p 298 19 4	2 2 3	- - -	877 18 0
34. Woodside and Hoylake - - -	9 13 8	3 0 0	- - -	- - -	10 17 6	- - -	332 11 5
£	704 18 5	2,618 14 3	399 18 6	10,024 10 0	727 2 3	- - -	36,023 11 7

a For debts of 150l.
h For debts of 310l.

b For debts of 120l.
i For debts of 2,000l.

c For debts of 200l.
k For debts of 3,214l. 4s. 2d.

d For debts of 400l.
l For debts of 800l.

TURNPIKE TRUSTS IN ENGLAND AND WALES, 1868.

13

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1868.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1868.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1.	-	-	-	-	-	-	-	-	-	231 9 1	231 9 1
2.	-	-	-	-	-	-	-	-	-	75 12 8	75 12 8
3.	3,550 0 0	5	-	366 5 0	3,916 5 0	-	-	-	-	478 14 0	478 14 0
4.	-	-	-	-	-	-	-	-	-	129 12 0	129 12 0
5.	887 10 0	None	-	-	887 10 0	-	-	-	-	116 18 4	116 18 4
6.	-	-	-	-	-	-	-	-	-	185 15 7	185 15 7
7.	-	-	-	-	-	-	-	-	-	66 3 11	66 3 11
8.	880 0 0	4	-	-	880 0 0	-	-	-	-	201 16 7	201 16 7
9.	1,400 0 0	2½	10 0 0	15 0 0	1,425 0 0	-	-	68 5 0	-	53 0 1	121 5 1
0.	2,322 12 0	3	106 11 11	12 0 0	2,441 3 11	-	178 3 6	-	-	181 13 5	359 16 11
1.	-	-	-	-	90 14 1	-	-	-	-	-	-
2.	3,150 0 0	None	-	-	3,150 0 0	19 11 8	-	-	-	4 4 8	23 16 4
3.	4,100 0 0	3½	-	77 10 0	4,177 10 0	-	-	-	-	137 0 10	137 0 10
	16,290 2 0	-	116 11 11	470 15 0	16,968 3 0	19 11 8	178 3 6	68 5 0	-	1,862 1 2	2,128 1 4
1.	778 7 8	3	-	-	778 7 8	-	-	-	-	197 15 0	197 15 0
2.	920 0 0	3	-	22 16 0	942 16 0	-	-	-	-	238 1 7	238 1 7
3.	816 8 10	None	-	-	816 8 10	-	-	-	-	-	-
4.	7,600 0 0	4 & 4½	28 8 9	995 16 0	8,624 4 9	-	-	-	-	12 8 9	12 8 9
5.	4,100 0 0	3	-	167 10 0	4,267 10 0	-	-	-	24 0 0	490 15 11	454 15 11
6.	400 0 0	5	-	5 6 0	405 6 0	-	-	-	-	109 4 5	109 4 5
7.	-	-	-	-	-	-	-	-	-	241 19 0	241 19 0
8.	2,606 0 0	4	-	78 14 10	2,684 14 10	-	-	-	-	580 13 10	580 13 10
9.	3,350 0 0	4	-	60 0 0	3,410 0 0	-	-	-	67 10 0	304 10 1	372 0 1
10.	4,225 10 0	None	340 0 0	106 8 8	4,671 18 8	-	-	-	98 0 0	99 4 5	197 4 5
11.	4,655 0 0	4	-	19 0 0	4,674 0 0	-	-	-	-	3 18 7	3 18 7
12.	-	-	-	-	-	-	-	-	-	454 15 5	454 15 5
13.	2,140 0 0	3½	-	-	2,140 0 0	-	-	-	-	123 15 4	123 15 4
14.	8,375 8 8	1½	-	1,081 4 0	9,456 12 8	-	-	-	-	582 13 4	582 13 4
15.	3,798 16 0	1	-	-	3,798 16 0	-	-	-	-	160 5 7	160 5 7
16.	600 0 0	4½	-	-	600 0 0	-	-	-	-	499 16 6	499 16 6
17.	245 0 0	4	-	-	245 0 0	-	-	-	-	36 0 9	36 0 9
18.	7,947 11 6	3½	-	-	7,947 11 6	414 3 4	-	9 15 10	-	412 12 9	836 11 11
19.	14,804 5 0	2	-	212 19 1	15,017 4 1	-	300 0 0	-	-	581 0 3	881 0 3
20.	5,822 1 5	4	-	235 4 11	6,057 6 4	-	-	-	-	1,132 15 7	1,132 15 7
21.	425 0 0	3	-	-	425 0 0	-	-	-	-	131 10 6	131 10 6
22.	104 11 11	4	766 10 11	-	871 2 10	-	-	-	-	14 16 7	14 16 7
23.	-	-	-	-	-	-	-	-	-	112 4 10	112 4 10
24.	2,419 8 9	4 & 4½	-	-	2,419 8 9	-	-	-	-	-	-
25.	28 0 0	5	-	-	28 0 0	-	-	-	-	29 15 2	29 15 2
26.	450 0 0	8	-	-	450 0 0	-	-	5 10 0	-	63 16 3	69 6 3
27.	576 0 0	5	17 19 0	287 0 0	830 19 0	-	-	-	-	429 9 2	429 9 2
28.	2,465 15 0	4	-	57 6 3	2,523 1 3	-	-	-	-	34 6 3	34 6 3
29.	2,183 4 4	2	-	-	2,183 4 4	-	-	-	-	517 3 6	517 3 6
30.	-	-	-	-	-	-	-	-	-	343 1 3	343 1 3
31.	4,982 16 0	1	-	-	4,982 16 0	-	-	-	-	228 15 5	228 15 5
32.	9,955 0 0	2	-	-	9,955 0 0	-	-	-	-	12 3 11	12 3 11
33.	2,006 10 10	4	-	326 7 6	2,332 18 4	75 8 4	-	-	-	618 0 8	693 9 0
34.	60 0 0	5	-	-	519 1 5	-	-	-	-	-	-
	98,840 15 11	-	1,152 18 8	3,605 13 3	104,058 9 3	489 11 8	300 0 0	15 5 10	189 10 0	8,737 10 7	9,731 18 1

e For debts of 654l. 8s. 4d.
m For debts of 114l. 18s. 9d.

f Including 2,000l. on which the interest has been relinquished.
n For debts of 300l.

o For debts of 350l.

g For debts of 504l. 13s. 9d.
p For debts of 319l. 17s. 8d.

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

1. NAMES OF COUNTIES AND TRUSTS.	2.	3.	INCOME.					
	Balance in Treasurers' Hands on 1st Jan. 1868.	Balance due to the Treasurers on 1st Jan. 1868.	4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.
COUNTY OF CORNWALL.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. Bodmin - - - - -	1,308 0 9	- - -	1,795 0 0	- - -	- - -	- - -	6 6 6	- - -
2. Bodmin and Roche District - -	348 6 9	- - -	480 0 0	146 12 8	- - -	- - -	0 7 0	- - -
3. Callington - - - - -	263 16 2	- - -	1,156 0 0	- - -	- - -	0 14 3	10 0 0	- - -
4. Camelford, Wadebridge, and St. Columb - - - - -	594 0 11	- - -	1,094 0 0	- - -	- - -	- - -	17 2 8	- - -
5. Creed and St. Just - - - - -	200 5 3	- - -	307 9 7	- - -	- - -	- - -	- - -	- - -
6. Hayle Bridge Causeway - - - - -	697 2 6	- - -	802 0 0	- - -	- - -	- - -	- - -	- - -
7. Hayle and Redruth - - - - -	259 12 7	- - -	1,182 0 0	- - -	- - -	- - -	- - -	- - -
8. Helston - - - - -	481 6 8	- - -	1,890 0 0	- - -	- - -	- - -	62 11 4	- - -
9. Launceston - - - - -	43 7 1	- - -	1,875 0 0	- - -	- - -	2 4 9	15 0 0	- - -
10. Liskeard - - - - -	233 6 10	- - -	1,657 11 10	- - -	- - -	0 0 9	7 17 5	- - -
11. Penzance and St. Just - - - - -	- - -	543 9 7	623 0 0	- - -	- - -	- - -	- - -	250 0 0
12. St. Austell and Lostwithiel - -	297 3 0	- - -	865 0 0	- - -	- - -	- - -	2 2 6	- - -
13. Saltash - - - - -	1,085 11 11	- - -	791 13 4	- - -	- - -	- - -	- - -	- - -
14. Trebarwith Sands Road - - - -	57 2 0	- - -	122 2 6	- - -	- - -	- - -	- - -	- - -
15. Truro and Redruth - - - - -	2,008 8 5	- - -	4,070 3 4	- - -	- - -	1 8 6	31 7 0	- - -
£	7,877 10 10	543 9 7	18,711 0 7	146 12 8	- - -	4 8 3	152 14 5	250 0 0
COUNTY OF CUMBERLAND.								
1. Alston - - - - -	143 1 7	- - -	1,894 11 2	- - -	- - -	0 2 5	49 12 0	- - -
2. Brampton and Longtown - - - -	138 16 4	- - -	259 5 0	- - -	- - -	- - -	6 1 6	- - -
3. Brougham Bridge - - - - -	- - -	69 12 1	185 0 0	- - -	- - -	- - -	24 10 3	- - -
4. Carlisle and Brampton - - - - -	194 17 9	- - -	444 16 8	- - -	- - -	- - -	26 0 0	- - -
5. Carlisle and Eamont Bridge, Northern Division - - - - -	178 15 9	- - -	408 15 0	- - -	- - -	- - -	7 0 0	- - -
6. Ditto, Southern Division - - - -	133 8 2	- - -	342 13 4	- - -	- - -	- - -	- - -	- - -
7. Carlisle and Temon - - - - -	- - -	19 15 4	131 0 0	- - -	- - -	- - -	21 16 0	- - -
8. Cockermouth and Carlisle - - - -	34 17 8	- - -	891 0 0	- - -	- - -	- - -	22 16 0	- - -
9. Cockermouth and Maryport - - - -	10 15 9	- - -	1,048 0 0	- - -	- - -	- - -	34 10 0	- - -
10. Cockermouth and Workington - -	- - -	40 6 3	344 15 0	- - -	- - -	- - -	12 9 7	- - -
11. Kingstown and Westlinton Bridge -	79 2 9	- - -	96 16 8	- - -	- - -	- - -	10 0 0	- - -
12. Longtown - - - - -	434 12 4	- - -	247 15 4	- - -	- - -	- - -	35 0 3	- - -
13. Penrith and Cockermouth - - - -	98 2 8	- - -	1,672 11 3	- - -	- - -	0 6 0	30 11 1	- - -
14. Whitehaven - - - - -	10 14 1	- - -	1,834 0 10	- - -	- - -	1 1 9	30 8 8	- - -
£	1,457 4 10	129 13 8	9,801 0 3	- - -	- - -	1 10 2	310 15 4	- - -
COUNTY OF DERBY.								
1. Alfreton and Derby - - - - -	280 8 11	- - -	1,595 13 5	- - -	- - -	- - -	4 16 6	- - -
2. Alfreton, Higham, and Tibshelf - -	73 13 9	- - -	225 0 0	- - -	- - -	- - -	- - -	- - -
3. Alfreton and Mansfield - - - - -	- - -	7 9 0	652 18 6	- - -	- - -	- - -	0 2 0	- - -
4. Ashborne to Belper Bridge - - - -	105 18 8	- - -	313 0 0	- - -	- - -	- - -	- - -	- - -
5. Ashborne, Sedbury, and Yoxall Bridge - - - - -	421 0 8	- - -	461 0 0	- - -	- - -	- - -	- - -	- - -
6. Ashford and Barton, and Tideswell, Blackwell, & Edensor (united) - -	228 1 2	- - -	829 13 2	- - -	- - -	0 18 0	7 10 1	- - -
7. Birkin Lane - - - - -	88 7 6	- - -	38 0 0	- - -	- - -	- - -	- - -	- - -
8. Cavendish Bridge and Holland Ward - - - - -	- - -	558 17 8	1,307 13 4	- - -	- - -	- - -	52 10 0	- - -
9. Chapel-en-le-Frith - - - - -	165 0 11	- - -	693 10 11	- - -	685 0 0	- - -	9 0 0	- - -
10. Chesterfield and Herastone Lane Head - - - - -	923 3 1	- - -	2,253 0 0	- - -	- - -	1 16 0	1 18 0	- - -
11. Chesterfield to Matlock, Darley, and Rowsley Bridges - - - - -	62 0 0	- - -	522 0 0	- - -	- - -	0 3 6	- - -	- - -
12. Chesterfield, Newbold, and Dun- stone - - - - -	310 11 0	- - -	572 7 7	- - -	- - -	0 5 0	5 3 0	- - -
13. Chesterfield to Worksop - - - - -	360 2 8	- - -	528 18 4	125 15 0	- - -	0 5 6	- - -	- - -
14. Cromford and Belper - - - - -	404 5 4	- - -	378 13 4	83 10 6	- - -	- - -	3 16 9	- - -
15. Cromford and Newhaven - - - - -	167 6 2	- - -	326 0 0	211 8 6	- - -	- - -	- - -	- - -
16. Derby, Ashborne, and Hurdloe - -	- - -	98 19 2	792 0 0	- - -	- - -	- - -	- - -	- - -
17. Derby and Burton-upon-Trent - -	81 7 4	- - -	462 1 8	- - -	- - -	- - -	- - -	- - -
18. Derby, Duffield, Wirksworth, and Sheffield - - - - -	2,230 7 10	- - -	4,623 16 8	- - -	- - -	0 5 0	2 0 0	- - -
19. Derby, Mansfield, and Nuttall - -	394 11 4	- - -	710 0 10	- - -	- - -	- - -	0 2 6	- - -

a Including team labour, &c.

b Including materials, &c.

c Contract work.

EXPENDITURE.									
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of		
							Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1,801 6 6	347 3 9	127 11 9	195 16 0	- - -	6 15 10	21 16 10	12 0 0	30 0 0	80 0 0
626 19 8	98 19 0	93 12 1	216 5 11	- - -	- - -	15 8 0	8 0 0	8 0 0	20 0 0
1,166 14 3	121 18 6	198 16 3	399 13 0	- - -	11 3 0	21 1 9	- - -	25 0 0	65 0 0
1,111 2 8	176 14 0	104 15 0	249 10 9	- - -	8 3 8	43 19 2	- - -	15 0 0	50 0 0
307 9 7	a 190 13 10	- - -	- - -	- - -	- - -	10 0 0	7 11 3	20 0 0	10 0 0
802 0 0	b 175 0 8	- - -	- - -	- - -	5 15 5	6 9 8	- - -	25 0 0	25 0 0
1,182 0 0	382 14 8	140 17 9	28 16 2	- - -	6 15 0	18 11 7	- - -	25 0 0	45 0 0
1,952 11 4	c 700 0 0	- - -	- - -	- - -	- - -	33 19 2	d 42 0 0	21 0 0	32 18 6
1,892 4 9	176 12 10	219 6 4	397 16 7	- - -	21 3 10	32 16 9	- - -	24 10 0	105 0 0
1,665 10 0	e 760 11 7	- - -	9 16 6	- - -	- - -	38 4 9	40 0 0	15 0 0	75 0 0
873 0 0	b 210 12 3	- - -	- - -	- - -	- - -	7 13 4	- - -	25 0 0	20 0 0
867 2 6	205 1 6	109 1 5	241 14 11	- - -	5 10 9	34 7 6	15 0 0	15 0 0	40 0 0
791 13 4	11 1 8	- - -	88 17 8	- - -	- - -	11 12 4	- - -	12 0 0	10 0 0
122 2 6	17 0 0	1 0 0	10 0 0	- - -	1 0 0	10 8 9	5 0 0	5 0 0	- - -
4,102 18 10	1,331 2 8	474 1 3	362 2 2	14 14 0	60 9 11	115 5 2	- - -	45 0 0	f 230 0 0
19,264 15 11	4,905 6 11	1,469 1 10	2,200 9 8	14 14 0	126 17 5	421 14 9	129 11 3	310 10 0	807 18 6
1,944 5 7	817 16 0	138 18 6	239 14 0	- - -	3 0 0	177 11 9	50 0 0	30 0 0	150 0 0
265 6 6	41 6 10	1 2 6	c 24 19 7	- - -	- - -	2 4 0	10 0 0	5 0 0	15 0 0
209 10 3	13 15 4	6 15 0	6 0 0	- - -	- - -	5 12 0	- - -	5 0 0	10 10 0
470 16 8	e 194 0 8	72 3 10	- - -	- - -	0 16 0	11 13 11	10 0 0	12 0 0	25 0 0
415 15 0	e 189 17 5	65 12 4	- - -	- - -	0 16 0	10 2 11	7 0 0	12 0 0	25 0 0
342 13 4	e 106 12 4	14 16 6	47 16 2	- - -	0 9 0	17 1 6	- - -	20 0 0	20 0 0
152 16 0	e 78 5 7	10 8 6	- - -	- - -	1 15 0	5 10 4	10 0 0	13 0 0	28 0 0
913 16 0	e 313 15 0	38 16 0	152 6 11	- - -	- - -	17 3 5	- - -	31 10 0	70 0 0
1,082 10 0	e 345 15 3	50 8 1	267 14 0	- - -	- - -	18 1 5	- - -	31 10 0	80 0 0
357 4 7	96 15 3	37 0 6	44 9 6	- - -	- - -	2 15 0	- - -	10 0 0	15 0 0
106 16 8	e 73 17 10	15 2 10	- - -	- - -	- - -	6 16 11	8 0 0	6 0 0	12 0 0
282 15 7	142 8 1	59 10 11	66 15 11	- - -	- - -	15 6 6	10 0 0	10 0 0	45 0 0
1,703 8 4	713 14 9	124 19 2	21 12 1	- - -	- - -	78 6 3	1 19 10	31 10 0	110 0 0
1,865 11 3	708 4 7	291 10 9	72 19 3	- - -	1 1 0	80 12 1	10 0 0	52 0 0	130 0 0
10,113 5 9	3,836 4 11	927 5 5	944 7 5	- - -	7 17 0	448 18 0	116 19 10	269 10 0	735 10 0
1,600 9 11	361 10 9	118 17 3	361 4 2	- - -	- - -	29 4 3	- - -	20 0 0	65 0 0
225 0 0	36 14 0	- - -	- - -	- - -	- - -	2 16 9	- - -	8 0 0	- - -
653 0 6	192 14 1	71 15 3	66 11 11	- - -	- - -	22 1 9	5 0 0	12 0 0	30 0 0
313 0 0	88 2 7	65 4 9	2 19 6	- - -	2 1 8	11 9 2	5 0 0	20 0 0	15 0 0
461 0 0	c 130 0 0	- - -	- - -	- - -	- - -	2 0 6	- - -	17 0 0	4 4 0
838 1 3	219 14 0	17 6 7	6 17 6	- - -	- - -	10 13 10	- - -	10 0 0	65 0 0
38 0 0	- - -	- - -	- - -	- - -	- - -	2 9 0	2 2 0	- - -	- - -
1,360 3 4	326 18 2	133 16 3	404 16 4	- - -	7 0 6	40 7 1	- - -	20 0 0	45 0 0
1,387 10 11	30 10 0	0 10 0	- - -	- - -	- - -	16 16 11	- - -	50 0 0	19 19 9
2,256 14 0	534 13 7	319 3 6	338 16 9	- - -	12 18 0	21 6 5	- - -	30 0 0	100 0 0
522 8 6	182 17 9	138 5 1	59 1 10	- - -	- - -	3 18 6	- - -	15 0 0	30 0 0
577 15 7	160 19 9	86 12 6	32 9 2	- - -	- - -	1 12 5	- - -	- - -	30 0 0
654 18 10	201 7 7	79 5 9	26 17 0	- - -	- - -	40 4 10	- - -	15 0 0	30 0 0
466 0 7	146 2 9	40 14 10	48 9 5	- - -	- - -	4 9 3	- - -	10 10 0	- - -
597 8 6	200 4 5	42 8 11	9 10 6	- - -	- - -	26 15 0	5 0 0	20 0 0	30 0 0
732 0 0	454 0 4	143 9 6	179 8 3	- - -	4 13 6	54 8 8	- - -	40 0 0	105 0 0
462 1 8	171 15 5	67 13 5	73 13 10	- - -	2 0 0	32 8 1	- - -	20 0 0	45 0 0
4,628 1 8	e 1,249 10 1	1,018 17 11	346 14 6	- - -	- - -	104 10 9	- - -	57 0 0	80 0 0
710 3 4	650 12 9	- - -	- - -	- - -	- - -	32 4 2	- - -	- - -	- - -

d For 2 years.

e Including contract work.

f Including 50l. gratuity.

(Continued on page 16.)

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. Total EXPENDITURE.
COUNTY OF CORNWALL.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. Bodmin - - - - -	20 13 4	103 1 2	897 3 1	a 243 2 6	7 18 9	- - -	2,093 3 0
2. Bodmin and Roche District - - -	20 14 10	81 0 1	- - -	c 210 0 0	1 1 0	- - -	773 0 11
3. Callington - - - - -	- - -	43 15 0	- - -	200 0 0	49 2 4	- - -	1,135 9 10
4. Camelford, Wadebridge, and St. Columb - - - - -	- - -	225 8 3	- - -	- - -	26 5 5	- - -	899 16 3
5. Creed and St. Just - - - - -	- - -	12 15 0	24 7 6	d 213 13 9	20 6 6	- - -	509 7 10
6. Hayle Bridge Causeway - - - - -	4 8 4	612 5 8	- - -	- - -	4 5 6	- - -	858 5 3
7. Hayle and Redruth - - - - -	- - -	60 6 0	184 11 11	- - -	18 13 4	- - -	911 6 5
8. Helston - - - - -	66 16 3	322 6 0	- - -	e 669 14 6	85 3 7	- - -	1,973 18 6
9. Launceston - - - - -	- - -	325 5 11	58 9 8	- - -	7 7 6	- - -	1,368 9 5
10. Liskeard - - - - -	29 9 7	300 10 11	381 4 11	- - -	52 16 6	- - -	1,702 14 9
11. Penzance and St. Just - - - - -	23 9 10	- - -	- - -	- - -	24 9 4	- - -	311 4 3
12. St. Austell and Lostwithiel - - -	- - -	41 5 2	- - -	f 169 10 0	3 13 3	- - -	880 4 6
13. Saltash - - - - -	- - -	14 3 6	- - -	g 588 0 0	9 7 0	- - -	745 2 3
14. Trebarwith Sands Road - - - - -	- - -	15 8 3	- - -	- - -	2 10 0	- - -	67 7 0
15. Truro and Redruth - - - - -	27 16 4	188 5 4	41 13 6	1,700 0 0	173 1 4	- - -	4,763 11 5
£	193 8 6	2,345 16 3	1,587 10 7	3,994 0 9	486 1 4	- - -	18,993 1 3
COUNTY OF CUMBERLAND.							
1. Alston - - - - -	- - -	- - -	- - -	- - -	56 4 3	- - -	1,663 4 6
2. Brampton and Longtown - - - - -	- - -	110 15 3	- - -	- - -	9 1 9	- - -	219 9 11
3. Brougham Bridge - - - - -	- - -	150 10 0	- - -	- - -	7 0 3	- - -	205 2 7
4. Carlisle and Brampton - - - - -	- - -	54 16 0	- - -	f 190 0 0	2 11 11	- - -	573 2 4
5. Carlisle and Eamont Bridge, Northern Division - - - - -	- - -	39 1 11	- - -	- - -	2 9 8	- - -	352 0 3
6. Ditto, Southern Division - - - - -	- - -	23 17 9	- - -	100 0 0	13 6 5	- - -	363 19 8
7. Carlisle and Temon - - - - -	- - -	- - -	- - -	- - -	2 7 3	- - -	149 6 5
8. Cockermouth and Carlisle - - - - -	- - -	136 18 11	- - -	- - -	27 11 1	- - -	788 1 4
9. Cockermouth and Maryport - - - - -	- - -	289 7 4	- - -	- - -	10 17 7	- - -	1,093 13 8
10. Cockermouth and Workington - - -	- - -	98 8 4	- - -	- - -	3 7 5	- - -	307 16 0
11. Kingstown and Westlinton Bridge - - -	- - -	- - -	- - -	- - -	2 4 11	- - -	124 2 6
12. Longtown - - - - -	- - -	- - -	- - -	- - -	10 16 10	- - -	359 18 3
13. Penrith and Cockermouth - - - - -	- - -	307 13 8	4 10 0	150 0 0	23 4 6	- - -	1,567 10 3
14. Whitehaven - - - - -	- - -	32 11 8	96 9 1	250 0 0	19 17 1	- - -	1,745 5 6
£	- - -	1,244 0 10	100 19 1	690 0 0	191 0 11	- - -	9,512 13 3
COUNTY OF DERBY.							
1. Alfreton and Derby - - - - -	38 10 2	137 4 0	- - -	c 293 10 0	48 14 4	- - -	1,473 14 11
2. Alfreton, Higham, and Tibshelf - - -	- - -	92 5 0	- - -	7 130 18 9	- - -	- - -	270 14 6
3. Alfreton and Mansfield - - - - -	- - -	36 0 0	- - -	m 140 0 0	11 5 0	- - -	587 8 0
4. Ashborne to Belper Bridge - - - - -	19 11 6	169 13 9	- - -	- - -	15 8 9	- - -	414 11 6
5. Ashborne, Sudbury, and Yoxall Bridge - - - - -	5 13 9	61 2 10	39 12 9	o 399 19 0	4 8 2	- - -	664 1 0
6. Ashford and Buxton, and Tideswell, Blackwell, & Edensor (united) - - -	- - -	14 16 10	- - -	200 0 0	0 18 6	- - -	543 7 3
7. Birkin Lane - - - - -	7 5 4	- - -	- - -	p 50 0 0	2 4 7	- - -	64 0 11
8. Cavendish Bridge and Holland Ward - - - - -	- - -	95 12 0	157 7 0	- - -	64 11 9	- - -	1,295 9 1
9. Chapel-en-le-Frith - - - - -	- - -	259 8 5	- - -	r 320 0 0	8 13 5	685 0 0	1,390 18 6
10. Chesterfield and Hernstone Lane Head - - - - -	- - -	173 7 3	- - -	t 1,188 12 6	36 6 2	- - -	2,755 4 2
11. Chesterfield to Matlock, Darley, and Rowsley Bridges - - - - -	- - -	126 9 10	- - -	- - -	4 15 0	- - -	560 8 0
12. Chesterfield, Newbold, and Dunstone - - - - -	33 19 7	64 14 4	- - -	250 0 0	10 12 8	- - -	671 0 5
13. Chesterfield to Worksop - - - - -	- - -	129 5 9	- - -	200 0 0	7 13 8	- - -	729 14 7
14. Cromford and Belper - - - - -	5 5 0	328 8 4	- - -	- - -	28 3 8	- - -	612 3 3
15. Cromford and Newhaven - - - - -	- - -	94 4 6	- - -	m 91 0 0	13 17 6	- - -	533 0 10
16. Derby, Ashborne, and Hurdloe - - -	6 2 6	- - -	104 5 10	- - -	53 6 0	- - -	1,144 14 7
17. Derby and Burton-upon-Trent - - -	- - -	23 8 4	28 0 1	- - -	7 15 0	- - -	471 14 2
18. Derby, Duffield, Wirksworth, and Sheffield - - - - -	- - -	88 12 1	370 10 0	1,500 0 0	46 14 4	- - -	4,863 9 8
19. Derby, Mansfield, and Nutthall - - -	- - -	73 9 3	- - -	- - -	9 19 8	- - -	766 5 10

a For debts of 250l.

A Including 89l. 8s. 9d. at 5 per cent.

o For debts of 750l.

b Including 500l. at 4½ per cent., and 300l. not bearing interest.

i Including 1,100l. at 5 per cent.

p For debts of 166l. 13s. 4d.

c For debts of 300l.

A Including 200l. at 4½ per cent.

q Including 500l. at 4 per cent.

(Continued from page 15.)

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1868.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1868.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. 3,380 0 0	3	-	-	-	3,380 0 0	-	-	-	-	1,016 4 3	1,016 4 3
2. 2,900 0 0	2½	-	-	-	2,900 0 0	-	-	-	-	202 5 6	202 5 6
3. 900 0 0	4½ & 5	-	-	-	900 0 0	-	-	-	-	295 0 7	295 0 7
4. 4,550 0 0	5	-	227 10 0	-	4,777 10 0	-	-	-	-	805 7 4	805 7 4
5. 637 10 0	2	-	-	1 13 0	639 3 0	-	-	-	10 0 0	-	10 0 0
6. 11,830 0 0	5	-	2,430 17 9	-	14,260 17 9	-	-	-	30 0 0	640 17 3	670 17 3
7. 1,206 0 0	5	-	-	-	1,206 0 0	-	-	-	-	530 6 2	530 6 2
8. 10,375 0 0	3	-	12 15 0	-	10,387 15 0	-	-	-	-	460 0 0	460 0 0
9. 9,450 0 0	3½	-	-	-	9,450 0 0	-	-	-	-	567 2 5	567 2 5
10. 7,688 0 0	4	31 0 0	-	-	7,719 0 0	-	-	-	-	196 2 1	196 2 1
11. 6,550 0 0	5	-	1,082 19 1	-	7,632 19 1	-	-	-	-	18 5 8	18 5 8
12. 1,300 0 0	3	-	-	-	1,300 0 0	-	-	-	-	284 1 0	284 1 0
13. 14,409 5 0	½	20 0 0	77 13 2	-	14,506 18 2	-	-	-	-	1,132 3 1	1,132 3 1
14. 770 13 7	2	-	-	-	770 13 7	-	-	-	-	111 17 6	111 17 6
15. 3,353 17 10	4	-	-	-	3,353 17 10	-	-	-	-	1,347 15 7	1,347 15 7
79,300 6 5	-	51 0 0	3,831 15 0	1 13 0	83,184 14 5	-	-	-	40 0 0	7,607 8 5	7,647 8 5
1. 25,123 2 11	None	-	-	-	25,123 2 11	-	-	0 1 0	0 2 0	424 2 8	424 5 8
2. 3,770 0 0	3	-	-	-	3,770 0 0	-	-	-	-	184 12 11	184 12 11
3. 4,300 0 0	3½	-	528 2 6	65 4 5	4,893 6 11	-	-	-	-	-	-
4. 1,150 0 0	4	-	-	-	1,150 0 0	-	-	-	-	92 12 1	92 12 1
5. 1,200 0 0	3½	-	89 0 0	-	1,289 0 0	-	-	-	-	242 10 6	242 10 6
6. 600 0 0	3½	-	-	-	600 0 0	-	-	-	-	112 1 10	112 1 10
7. -	-	-	-	16 6 0	16 6 0	-	-	-	-	-	-
8. 2,850 0 0	4½	-	4 7 10	-	2,854 7 10	-	-	-	-	160 12 4	160 12 4
9. 6,300 0 0	4½	-	-	0 7 11	6,300 7 11	-	-	-	-	-	-
10. 3,270 0 0	3	-	92 2 0	-	3,362 2 0	12 5 0	-	-	-	9 2 4	21 7 4
11. -	-	-	-	-	-	-	-	-	-	61 16 11	61 16 11
12. -	-	20 0 0	-	-	20 0 0	7 10	-	-	-	357 9 8	364 19 8
13. 9,689 5 0	3	-	-	-	9,689 5 0	-	-	-	42 10 6	234 0 9	276 11 3
14. 450 0 0	4	-	-	-	450 0 0	-	-	-	-	130 19 10	130 19 10
58,702 7 11	-	20 0 0	713 12 4	81 18 4	59,517 18 7	19 15 0	-	0 1 0	42 12 6	2,010 1 10	2,072 10 4
1. 3,430 0 0	4	-	-	-	3,430 0 0	-	-	-	-	407 3 11	407 3 11
2. 2,650 0 0	3	-	14 10 0	-	2,664 10 0	-	-	-	-	27 19 3	27 19 3
3. 850 0 0	4	-	-	-	850 0 0	-	-	-	-	58 3 6	58 3 6
4. 5,399 11 8	2	-	-	-	5,399 11 8	-	-	-	-	4 7 0	4 7 0
5. 2,732 3 0	2	-	6 0 0	-	2,738 3 0	-	-	-	-	217 19 8	217 19 8
6. 9,700 0 0	3	-	276 3 2	-	9,976 3 2	-	-	-	-	520 15 2	520 15 2
7. 1,703 6 8	None	-	-	-	1,708 6 8	-	-	-	-	62 6 7	62 6 7
8. 1,300 0 0	5	-	-	494 3 5	1,794 3 5	109 0 0	-	-	-	-	109 0 0
9. 5,816 14 0	3½	-	16 9 8	-	5,833 3 8	6 0 0	-	-	-	161 13 4	167 13 4
10. 1,927 12 6	4	35 3 5	77 2 0	-	2,039 17 11	-	-	-	-	424 12 11	424 12 11
11. 8,785 10 5	1½	-	142 0 9	-	8,927 11 2	25 0 0	-	-	-	23 15 6	48 15 6
12. 1,250 0 0	4	-	50 0 0	-	1,300 0 0	-	-	-	-	217 6 2	217 6 2
13. 6,239 10 0	2	-	125 15 7	-	6,365 5 7	48 1 8	-	-	-	285 6 11	333 8 7
14. 5,004 15 4	2½	21 16 6	134 7 10	-	5,160 19 8	-	-	64 6 1	-	258 2 8	322 8 9
15. 3,056 0 0	3	-	-	-	3,056 0 0	-	-	-	-	171 13 10	171 13 10
16. 100 0 0	4½	-	4 10 0	451 13 9	556 3 9	244 10 0	-	-	-	-	244 10 0
17. 600 0 0	4	-	-	-	600 0 0	-	-	-	87 13 4	71 14 10	109 8 2
18. 1,655 14 1	3½	382 15 0	9 11 5	-	2,048 0 6	35 10 0	-	-	-	1,995 19 10	2,031 9 10
19. 5,100 0 0	3	60 0 0	180 0 0	-	5,290 0 0	420 18 4	-	-	-	338 8 10	759 7 2

d For debts of 362*l*. 10*s*.l For debts of 250*l*.r For debts of 400*l*.e For debts of 700*l*.m For debts of 150*l*.s Including 1,430*l*. at 5 per cent.f For debts of 200*l*.n Including 1,409*l*. 11*s*. 8*d*. at 2½ per cent.t For debts of 1,251*l*. 17*s*. 6*d*.g For debts of 1,800*l*.

1. NAMES OF COUNTIES AND TRUSTS.	2.		3.		INCOME.							
	Balance in Treasurers' Hands on 1st Jan. 1868.		Balance due to the Treasurers on 1st Jan. 1868.		4. Revenue received from 'Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
COUNTY OF DERBY—cont.												
20. Derby to Uttoxeter - - -	67	14	5	-	-	-	857	16	8	-	-	-
21. Duffield to Heage - - -	81	4	1	-	-	-	430	0	0	-	-	-
22. Glossop and Marple Bridge - -	86	1	4	-	-	-	761	3	8	-	-	-
23. Greenhill Moor and Eckington -	146	15	5	-	-	-	825	0	0	-	-	-
24. Haddon and Bentley - - -	156	19	2	-	-	-	355	14	10	-	-	-
25. Ideridgehay and Duffield - -	311	8	6	-	-	-	240	0	0	-	-	-
26. Mansfield and Chesterfield - -	59	1	1	-	-	-	686	13	4	-	-	-
27. Nottingham Road (from Derby to Risley) - - -	524	10	5	-	-	-	623	16	8	-	-	-
28. Nottingham and Newhaven, Third District - - -	354	15	3	-	-	-	1,150	0	0	-	-	-
29. Oakerthorpe and Ashborne - -	215	16	6	-	-	-	382	0	0	-	-	-
30. Owlser Bar - - -	678	12	9	-	-	-	2,831	13	4	-	-	-
31. Sheffield and Chapel-en-le-Frith -	1,323	4	5	-	-	-	2,785	0	0	-	-	-
32. Sheffield and Gander Lane - -	431	1	4	-	-	-	1,827	1	8	-	-	-
33. Sheffield and Glossop - - -	39	7	2	-	-	-	677	5	9	-	-	-
34. Temple Normanton and Tibshelf -	78	11	10	-	-	-	143	0	0	-	-	-
35. Tupton and Ashover - - -	189	19	6	-	-	-	90	0	0	-	-	-
36. Wirksworth and Hulland Ward -	53	17	0	-	-	-	303	0	0	-	-	-
£	11,045	6	6	665	5	10	32,256	13	8	918	14	7
COUNTY OF DEVON.												
1. Ashburton - - -	745	14	8	-	-	-	1,413	10	4	-	-	-
2. Axminster - - -	198	12	4	-	-	-	825	0	0	-	-	-
3. Barnstaple - - -	415	17	9	-	-	-	4,276	0	0	-	-	-
4. Bideford - - -	337	10	0	-	-	-	2,708	15	0	-	-	-
5. Braunton - - -	394	19	4	-	-	-	414	16	5	-	-	-
6. Braunton and Ilfracombe - -	328	18	4	-	-	-	334	2	3	-	-	-
7. Combmartin - - -	135	3	1	-	-	-	699	0	0	-	-	-
8. Combmartin and Ilfracombe - -	-	-	-	-	-	-	294	19	3	-	-	-
9. Countess Wear Bridge - - -	655	1	2	-	-	-	68	0	0	-	-	-
10. Cullompton - - -	277	3	10	-	-	-	141	10	0	-	-	-
11. Exeter - - -	611	14	7	-	-	-	6,485	0	0	-	-	-
12. Exmouth Road - - -	107	14	9	-	-	-	100	18	4	-	-	-
13. Great Torrington - - -	477	12	8	-	-	-	1,277	0	3	-	-	-
14. Honiton - - -	-	-	-	8	5	10	677	7	10	-	-	-
15. Honiton and Ilminster - -	54	17	0	-	-	-	166	16	0	-	-	-
16. Honiton and Sidmouth - -	251	17	3	-	-	-	330	0	0	-	-	-
17. Kingsbridge and Dartmouth -	547	0	5	-	-	-	1,935	0	0	-	-	-
18. Modbury - - -	218	15	6	-	-	-	862	0	0	-	-	-
19. Moretonhampstead - - -	79	6	4	-	-	-	204	12	6	-	-	-
20. Newton Bushel - - -	136	11	9	-	-	-	866	13	4	-	-	-
21. Plymouth, Eastern - - -	53	2	7	-	-	-	601	0	0	-	-	-
22. Plymouth and Exeter Road - -	490	5	2	-	-	-	190	1	0	-	-	-
23. Plymouth and Tavistock - -	-	-	-	67	16	3	1,077	7	10	-	-	-
24. Sidmouth and Cullompton - -	62	4	11	-	-	-	224	10	0	-	-	-
25. South Molton - - -	154	14	11	-	-	-	1,738	19	0	-	-	-
26. Teignmouth and Dawlish - -	564	8	9	-	-	-	1,180	0	0	-	-	-
27. Tiverton - - -	948	2	2	-	-	-	2,611	0	0	-	-	-
28. Torquay - - -	940	14	1	-	-	-	4,897	16	8	-	-	-
29. Totnes Bridge - - -	224	1	10	-	-	-	408	6	0	-	-	-
30. Totnes and Bridgetown Pomeroy -	290	18	9	-	-	-	2,175	4	4	-	-	-
£	9,703	3	11	76	2	1	39,185	6	4	1,017	4	4
COUNTY OF DORSET.												
1. Backwater Bridge and Road - -	217	2	7	-	-	-	73	0	11	-	-	-
2. Blandford and Poole - - -	253	4	9	-	-	-	338	15	0	-	-	-
3. Blandford and Wimborne - -	123	19	10	-	-	-	168	17	5	-	-	-
4. Bridport, First District - - -	530	14	10	-	-	-	1,259	16	1	-	-	-
5. Bridport, Second District - -	785	6	0	-	-	-	965	0	0	-	-	-
6. Bridport and Broadwinser - -	146	12	5	-	-	-	385	0	0	-	-	-

a Including payments to parishes. b Contract work. c Including materials, &c.

EXPENDITURE.										
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	
TOTAL	Manual	Team Labour	Materials	Land	Damage	Tradesmen's	Salaries of			
INCOME.	Labour.	and Carriage of Materials.	for Surface Repairs.	purchased.	done in obtaining Materials.	Bills.	Treasurer.	Clerk.	Surveyor.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
20.	857 16 8	239 15 3	85 16 6	93 12 2	- - -	- - -	33 6 6	- - -	20 0 0	40 0 0
21.	437 14 4	101 15 3	35 15 8	18 16 3	- - -	- - -	18 15 8	- - -	10 0 0	- - -
22.	764 9 0	422 15 6	36 18 6	45 19 10	- - -	- - -	29 19 7	- - -	50 0 0	45 0 4
23.	829 7 8	176 10 0	182 7 9	49 16 3	- - -	- - -	12 8 7	- - -	15 15 0	16 0 0
24.	428 5 9	a 149 13 2	27 15 7	5 8 1	- - -	- - -	15 16 5	1 15 0	- - -	20 0 0
25.	240 0 0	53 9 2	18 7 3	21 13 2	- - -	- - -	16 6 3	5 0 0	10 0 0	11 10 0
26.	691 13 4	274 6 10	- - -	- - -	- - -	- - -	15 18 0	5 5 0	25 0 0	20 0 0
27.	623 16 8	136 2 1	68 15 8	137 11 6	- - -	2 2 0	29 8 7	- - -	20 0 0	30 0 0
28.	1,150 10 0	a 239 14 6	89 14 9	151 19 5	- - -	5 13 6	15 18 3	- - -	30 0 0	40 0 0
29.	565 9 5	800 10 2	94 1 1	22 2 6	- - -	0 6 8	34 14 6	5 0 0	20 0 0	30 0 0
30.	2,891 9 7	726 12 8	682 2 7	334 12 3	- - -	- - -	27 18 5	- - -	- - -	60 0 0
31.	2,850 12 0	464 8 5	462 18 3	372 0 11	- - -	0 5 0	4 1 4	- - -	20 0 0	50 0 0
32.	1,838 0 3	b 800 0 0	- - -	- - -	- - -	- - -	22 1 0	3 1 9	26 5 0	30 0 0
33.	889 15 10	288 8 4	76 10 9	13 7 6	- - -	- - -	115 8 4	- - -	13 13 0	25 0 0
34.	143 0 0	29 6 2	26 11 6	1 15 0	- - -	- - -	1 12 6	- - -	- - -	5 0 0
35.	117 2 6	c 58 6 8	- - -	- - -	- - -	- - -	3 18 4	3 3 0	- - -	- - -
36.	303 0 0	167 8 7	32 6 8	11 0 6	- - -	- - -	20 7 7	5 0 0	10 0 0	13 10 0
	34,105 16 7	9,967 5 9	4,264 3 7	3,237 6 0	- - -	37 0 10	877 12 2	45 6 9	635 3 0	1,130 4 1
1.	1,415 18 9	b 272 4 3	- - -	- - -	- - -	- - -	34 8 9	1 0 0	40 0 0	70 0 0
2.	832 0 0	292 10 3	143 4 6	60 5 0	- - -	- - -	127 18 4	- - -	31 10 0	50 0 0
3.	4,552 10 0	d 600 0 0	- - -	- - -	- - -	- - -	29 12 4	- - -	40 0 0	50 0 0
4.	2,709 16 6	c 757 0 0	- - -	- - -	- - -	- - -	70 19 1	- - -	15 0 0	100 0 0
5.	429 8 10	26 0 0	- - -	- - -	- - -	- - -	40 4 0	- - -	8 0 0	8 0 0
6.	334 2 3	b 86 0 0	- - -	- - -	- - -	- - -	1 19 7	- - -	8 0 0	8 0 0
7.	699 0 0	141 14 4	81 8 0	14 15 1	- - -	- - -	36 16 6	- - -	20 0 0	26 0 0
8.	6,544 19 3	5 13 7	0 14 0	29 1 2	- - -	- - -	- - -	- - -	- - -	- - -
9.	68 0 0	21 7 4	- - -	- - -	- - -	- - -	1 1 0	- - -	- - -	- - -
10.	172 16 1	- - -	- - -	- - -	- - -	- - -	- - -	8 0 0	15 0 0	- - -
11.	6,655 3 6	b 3,126 3 8	- - -	- - -	- - -	- - -	338 5 5	- - -	100 0 0	250 0 0
12.	100 18 4	b 21 7 6	- - -	- - -	- - -	- - -	17 6 2	10 0 0	10 0 0	5 0 0
13.	1,709 2 6	92 12 7	233 7 1	374 1 2	- - -	33 1 3	12 11 2	5 5 0	30 0 0	65 0 0
14.	677 9 10	b 400 0 0	- - -	- - -	- - -	- - -	8 1 0	15 0 0	35 0 0	20 0 0
15.	166 16 0	b 95 0 0	- - -	- - -	- - -	- - -	33 17 1	- - -	30 0 0	15 0 0
16.	335 0 0	b 50 0 0	- - -	- - -	- - -	- - -	11 12 7	8 0 0	18 0 0	- - -
17.	2,285 9 0	c 1,179 10 0	- - -	- - -	- - -	4 10 0	44 8 5	10 0 0	31 10 0	60 0 0
18.	875 18 6	69 17 2	14 19 0	147 17 6	- - -	- - -	5 7 8	- - -	20 0 0	20 0 0
19.	204 12 6	1 8 0	- - -	- - -	- - -	- - -	7 14 1	5 0 0	10 0 0	4 0 0
20.	866 13 4	b 309 17 6	- - -	- - -	- - -	- - -	21 16 8	- - -	20 0 0	40 0 0
21.	603 8 6	b 300 0 0	- - -	- - -	- - -	- - -	9 13 8	- - -	36 15 0	35 0 0
22.	190 1 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
23.	1,200 19 10	155 15 0	82 1 0	369 0 0	- - -	- - -	52 15 1	- - -	31 10 0	102 0 0
24.	224 19 0	b 43 10 0	- - -	- - -	- - -	- - -	2 9 6	- - -	- - -	- - -
25.	1,739 3 9	266 1 2	69 11 10	- - -	- - -	14 16 3	26 5 10	10 0 0	10 0 0	75 0 0
26.	1,467 17 1	e 112 17 7	61 11 6	38 10 11	- - -	- - -	33 7 10	- - -	52 10 0	50 0 0
27.	2,611 0 0	d 431 2 8	- - -	- - -	- - -	- - -	- - -	15 0 0	40 0 0	65 0 0
28.	4,897 16 8	e 1,944 18 3	- - -	- - -	- - -	19 6 0	133 13 3	- - -	60 0 0	100 0 0
29.	408 6 0	- - -	- - -	- - -	- - -	- - -	7 1 7	- - -	5 2 6	- - -
30.	2,192 14 4	b 582 16 1	- - -	- - -	- - -	10 0 0	32 19 5	- - -	40 0 0	50 0 0
	47,172 1 4	11,885 6 11	686 16 11	1,033 10 10	- - -	81 13 6	1,142 6 0	87 5 0	757 17 6	1,268 0 0
1.	73 0 11	- - -	- - -	- - -	- - -	- - -	5 10 0	- - -	5 0 0	- - -
2.	338 15 0	75 8 6	86 13 6	21 15 3	- - -	- - -	31 2 7	- - -	20 0 0	30 0 0
3.	210 17 5	57 14 6	28 6 4	18 8 7	- - -	5 13 4	5 18 5	- - -	10 0 0	15 0 0
4.	1,423 0 8	44 13 0	141 15 9	173 12 10	- - -	- - -	29 5 7	- - -	70 0 0	50 0 0
5.	1,205 0 0	64 5 4	138 14 11	99 6 3	- - -	- - -	13 16 8	- - -	20 0 0	30 0 0
6.	511 0 0	47 5 4	72 2 9	36 6 6	- - -	- - -	1 14 0	- - -	35 0 0	15 0 0

d Paid to parishes.

e Including contract work.

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE
COUNTY OF DERBY—cont.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
20. Derby to Unoxeter	-	287 9 0	-	-	16 5 8	-	816 5 1
21. Duffield to Heage	-	212 8 1	-	-	3 0 0	-	400 10 6
22. Glossop and Marple Bridge	-	130 2 0	-	-	2 7 0	-	753 2 9
23. Greenhill Moor and Eekington	12 6 8	41 11 8	51 6 4	509 7 2	2 15 10	-	1,070 5 3
24. Haddon and Bentley	2 2 0	-	-	-	14 2 10	-	236 13 1
25. Idridgehay and Duffield	-	23 7 1	-	186 5 0	5 19 9	-	351 17 3
26. Mansfield and Chesterfield	-	100 0 0	-	-	21 4 4	-	461 14 2
27. Nottingham Road (from Derby to Risley)	-	-	118 3 8	-	8 8 8	-	550 12 2
28. Nottingham and Newhaven, Third District	-	194 0 0	-	427 10 0	32 6 2	-	1,226 16 7
29. Oakerthorpe and Ashborne	-	96 12 0	-	-	16 4 10	-	619 11 9
30. Oaker Bar	37 19 2	151 17 11	-	599 14 0	29 16 5	-	2,650 13 3
31. Sheffield and Chapel en le Frith	26 8 3	600 8 5	135 10 0	4809 15 0	15 15 7	-	2,961 11 2
32. Sheffield and Glasgow Lane	23 18 6	52 1 11	70 0 0	197 19 2	10 4 1	-	1,237 11 3
33. Sheffield and Glossop	-	74 13 6	-	221 19 4	4 14 0	-	833 4 9
34. Temple Normanton and Thurnsley	8 16 0	37 8 3	-	-	15 6 9	-	145 16 2
35. Tupton and Ashover	7 3 4	-	-	150 0 0	2 0 6	-	224 13 10
36. Wirksworth and Hathersfield Ward	-	30 2 1	-	-	5 18 6	-	295 13 11
£	237 3 9	4,010 4 5	1,074 15 8	7,866 9 11	581 19 1	685 0 0	34,649 15 0

COUNTY OF DEVON

1. Ashburton	5 4 4	631 7 2	-	224 16 10	36 16 11	-	1,340 18 3
2. Axminster	3 10 6	72 4 0	-	-	50 12 0	-	831 14 7
3. Bampton	14 0 10	72 4 1	-	2,356 10 0	39 1 5	-	4,574 8 8
4. Bideford	14 9 0	92 13 2	19 19 0	1,244 15 0	73 17 3	-	2,434 12 6
5. Brixham	-	72 4 6	-	-	29 16 6	-	510 6 0
6. Buckfastleigh	-	72 4 11	-	-	15 5 8	-	310 11 2
7. Chagford	-	72 4 11	-	-	21 15 5	-	342 9 4
8. Chagford and Chagford	1,244 4 4	72 4 11	1,244 4 4	-	15 4 6	-	6,537 3 3
9. Chagford and Chagford	-	72 4 11	-	-	-	-	22 6 4
10. Chagford and Chagford	-	72 4 11	-	-	-	-	211 4 5
11. Chagford and Chagford	22 4 4	72 4 11	72 4 11	1,244 4 4	123 4 0	-	6,920 19 3
12. Chagford and Chagford	-	72 4 11	-	-	5 4 11	-	130 9 5
13. Chagford and Chagford	6 4 4	72 4 11	-	72 4 11	25 15 0	-	2,146 13 11
14. Chagford and Chagford	-	72 4 11	-	-	9 3 4	-	669 4 0
15. Chagford and Chagford	-	72 4 11	-	-	11 1 4	-	184 15 3
16. Chagford and Chagford	-	72 4 11	-	-	11 3 4	-	357 7 11
17. Chagford and Chagford	-	72 4 11	-	-	54 2 2	-	2,441 2 4
18. Chagford and Chagford	-	72 4 11	-	-	24 21 1	-	808 8 6
19. Chagford and Chagford	-	72 4 11	-	-	3 4 2	-	31 6 3
20. Chagford and Chagford	-	72 4 11	-	-	15 2 1	-	879 6 4
21. Chagford and Chagford	-	72 4 11	-	-	15 2 1	-	453 9 9
22. Chagford and Chagford	-	72 4 11	-	-	15 2 1	-	136 18 4
23. Chagford and Chagford	-	72 4 11	-	-	25 11 5	-	1,263 13 10
24. Chagford and Chagford	-	72 4 11	-	-	25 11 5	-	155 1 0
25. Chagford and Chagford	-	72 4 11	-	-	25 11 5	-	1,732 7 9
26. Chagford and Chagford	-	72 4 11	-	-	25 11 5	-	1,633 0 10
27. Chagford and Chagford	-	72 4 11	-	-	25 11 5	-	2,438 2 6
28. Chagford and Chagford	-	72 4 11	-	-	25 11 5	-	4,768 18 5
29. Chagford and Chagford	-	72 4 11	-	-	25 11 5	-	338 1 0
30. Chagford and Chagford	-	72 4 11	-	-	25 11 5	-	1,591 4 1
£	237 3 9	4,010 4 5	1,074 15 8	7,866 9 11	581 19 1	685 0 0	34,649 15 0

COUNTY OF DEVON

1. Ashburton	5 4 4	631 7 2	-	224 16 10	36 16 11	-	1,340 18 3
2. Axminster	3 10 6	72 4 0	-	-	50 12 0	-	831 14 7
3. Bampton	14 0 10	72 4 1	-	2,356 10 0	39 1 5	-	4,574 8 8
4. Bideford	14 9 0	92 13 2	19 19 0	1,244 15 0	73 17 3	-	2,434 12 6
5. Brixham	-	72 4 6	-	-	29 16 6	-	510 6 0
6. Buckfastleigh	-	72 4 11	-	-	15 5 8	-	310 11 2
7. Chagford	-	72 4 11	-	-	21 15 5	-	342 9 4
8. Chagford and Chagford	1,244 4 4	72 4 11	1,244 4 4	-	15 4 6	-	6,537 3 3
9. Chagford and Chagford	-	72 4 11	-	-	-	-	22 6 4
10. Chagford and Chagford	-	72 4 11	-	-	-	-	211 4 5
11. Chagford and Chagford	22 4 4	72 4 11	72 4 11	1,244 4 4	123 4 0	-	6,920 19 3
12. Chagford and Chagford	-	72 4 11	-	-	5 4 11	-	130 9 5
13. Chagford and Chagford	6 4 4	72 4 11	-	72 4 11	25 15 0	-	2,146 13 11
14. Chagford and Chagford	-	72 4 11	-	-	9 3 4	-	669 4 0
15. Chagford and Chagford	-	72 4 11	-	-	11 1 4	-	184 15 3
16. Chagford and Chagford	-	72 4 11	-	-	11 3 4	-	357 7 11
17. Chagford and Chagford	-	72 4 11	-	-	54 2 2	-	2,441 2 4
18. Chagford and Chagford	-	72 4 11	-	-	24 21 1	-	808 8 6
19. Chagford and Chagford	-	72 4 11	-	-	3 4 2	-	31 6 3
20. Chagford and Chagford	-	72 4 11	-	-	15 2 1	-	879 6 4
21. Chagford and Chagford	-	72 4 11	-	-	15 2 1	-	453 9 9
22. Chagford and Chagford	-	72 4 11	-	-	15 2 1	-	136 18 4
23. Chagford and Chagford	-	72 4 11	-	-	25 11 5	-	1,263 13 10
24. Chagford and Chagford	-	72 4 11	-	-	25 11 5	-	155 1 0
25. Chagford and Chagford	-	72 4 11	-	-	25 11 5	-	1,732 7 9
26. Chagford and Chagford	-	72 4 11	-	-	25 11 5	-	1,633 0 10
27. Chagford and Chagford	-	72 4 11	-	-	25 11 5	-	2,438 2 6
28. Chagford and Chagford	-	72 4 11	-	-	25 11 5	-	4,768 18 5
29. Chagford and Chagford	-	72 4 11	-	-	25 11 5	-	338 1 0
30. Chagford and Chagford	-	72 4 11	-	-	25 11 5	-	1,591 4 1
£	237 3 9	4,010 4 5	1,074 15 8	7,866 9 11	581 19 1	685 0 0	34,649 15 0

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1868.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1868.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
0.	7,560 0 0	4	-	8 0 0	-	7,568 0 0	71 10 0	-	-	109 6 0	180 16 0
1.	6,068 16 7	3½	-	-	-	6,068 16 7	-	-	-	68 7 11	68 7 11
2.	3,326 5 0	3½	-	12 4 8	-	3,338 9 8	-	-	-	97 7 7	97 7 7
3.	-	-	71 7 8	-	94 2 2	165 9 10	300 0 0	-	-	-	300 0 0
4.	5,150 0 0	1	-	103 0 0	-	5,253 0 0	-	-	52 0 0	348 11 10	400 11 10
5.	1,187 0 0	2	-	-	-	1,187 0 0	-	-	-	199 10 10	199 10 10
6.	2,500 0 0	4	-	-	-	2,500 0 0	-	-	-	289 0 3	289 0 3
7.	350 0 0	4	-	13 14 2	-	363 14 2	52 0 0	-	-	597 14 11	649 14 11
8.	4,850 0 0	4	-	-	-	4,850 0 0	-	-	-	278 8 8	278 8 8
9.	950 0 0	3½	-	-	-	950 0 0	-	-	-	161 14 2	161 14 2
0.	3,010 3 4	4	58 15 1	120 8 0	-	3,189 6 5	-	-	-	919 8 11	919 8 11
1.	18,378 0 0	3	43 4 0	810 6 1	-	19,231 10 1	232 18 4	-	-	1,212 5 3	1,445 3 7
2.	1,008 0 0	4	-	-	-	1,008 0 0	-	-	-	1,031 10 2	1,031 10 2
3.	3,628 15 8	2	-	-	-	3,628 15 8	144 17 6	-	-	95 18 3	240 15 9
4.	2,870 0 0	2	-	-	-	2,870 0 0	14 0 0	-	-	75 15 8	89 15 8
5.	1,150 0 0	None	-	-	-	1,150 0 0	-	-	-	82 8 2	82 8 2
6.	1,941 0 0	1½	-	-	-	1,941 0 0	-	-	-	61 3 1	61 3 1
	131,228 18 3	-	673 1 8	2,054 3 4	1,039 19 4	134,996 2 7	1,559 8 4	144 17 6	64 6 1	89 13 4	10,876 1 7
1.	15,240 0 0	4 & 5	-	699 8 2	-	15,939 8 2	-	-	-	820 15 2	820 15 2
2.	1,800 0 0	4	-	-	-	1,800 0 0	-	-	-	198 17 9	198 17 9
3.	25,580 0 0	3	-	371 18 0	-	25,951 18 0	-	-	11 0 0	393 19 1	404 19 1
4.	9,555 0 0	3½	21 17 2	409 14 10	-	9,986 12 0	-	-	-	612 14 0	612 14 0
5.	6,517 0 0	5	-	1,127 8 2	-	7,644 8 2	-	-	-	314 2 2	314 2 2
6.	4,157 0 0	5	-	2,243 5 5	-	6,400 5 5	-	-	-	352 9 5	352 9 5
7.	7,247 10 0	5	-	2,363 12 9	-	9,611 2 9	-	-	-	491 13 9	491 13 9
8.	6,250 0 0	4	-	-	-	6,250 0 0	-	-	-	7 16 0	7 16 0
9.	1,125 0 0	None	-	-	-	1,125 0 0	-	-	-	700 12 10	700 12 10
0.	6,975 0 0	5	-	7,001 5 7	-	13,976 5 7	-	-	-	238 15 3	238 15 3
1.	28,550 0 0	4	758 18 0	3,348 17 7	-	32,657 15 7	-	-	-	345 18 10	345 18 10
2.	250 0 0	4	-	1 9 3	-	251 9 3	-	-	-	78 3 8	78 3 8
3.	8,426 10 0	3	-	313 11 0	-	8,740 1 0	-	-	-	40 1 3	40 1 3
4.	5,200 0 0	3½	-	-	-	5,200 0 0	-	-	-	-	-
5.	11,367 2 6	5	-	16,422 8 6	-	27,789 11 0	-	-	-	36 14 7	36 14 7
6.	2,400 0 0	2½	-	-	-	2,400 0 0	-	-	-	229 9 4	239 9 4
7.	15,323 17 6	1½	-	2 19 6	-	15,326 17 0	-	-	-	391 7 1	391 7 1
8.	26,268 0 0	3	-	4,018 19 11	-	30,286 19 11	-	-	-	286 5 6	286 5 6
9.	3,109 0 0	1d.	-	-	-	3,109 0 0	-	-	-	252 12 7	252 12 7
0.	2,150 8 8	4	-	41 11 8	-	2,192 0 4	-	-	-	123 18 7	123 18 7
1.	1,400 0 0	4½	-	-	-	1,400 0 0	-	-	-	203 1 4	203 1 4
2.	2,500 0 0	4	-	20 0 0	-	2,520 0 0	-	-	-	543 7 10	543 7 10
3.	3,480 0 0	4	-	-	130 10 8	3,610 10 3	-	-	-	-	-
4.	6,775 0 0	5	-	aa6,546 5 0	-	13,321 5 0	-	-	-	102 2 11	102 2 11
5.	25,318 10 9	5	239 0 0	1,222 1 0	-	26,779 11 9	-	-	-	141 11 0	141 11 0
6.	24,825 0 0	5	7 10 0	13,351 1 6	-	38,183 11 6	-	-	-	400 5 0	400 5 0
7.	34,625 0 0	2½	-	-	-	34,625 0 0	-	-	481 13 4	1,120 19 8	1,602 13 0
8.	18,550 0 0	4½	397 8 0	419 5 0	-	19,366 18 0	110 10 0	-	-	1,069 12 4	1,180 2 4
9.	7,900 0 0	4	-	208 13 0	-	8,108 13 0	-	-	-	274 6 10	274 6 10
0.	24,200 0 0	4	-	634 14 1	-	24,834 14 1	-	10 0 0	2 2 2	892 9 0	904 11 2
	337,064 19 5	-	1,424 13 2	60,768 9 11	130 10 3	399,388 12 9	110 10 0	20 0 0	2 2 2	492 13 4	10,664 2 9
1.	5,755 0 0	5	-	2,013 15 0	-	7,768 15 0	-	-	-	279 13 6	279 13 6
2.	1,400 0 0	4½	-	124 15 0	-	1,524 15 0	14 10 0	-	-	306 16 10	321 6 10
3.	1,800 0 0	2½	-	7 10 0	-	1,807 10 0	-	-	-	130 5 11	130 5 11
4.	10,945 0 0	3	67 7 3	386 7 0	-	11,348 14 3	108 6 8	163 4 2	-	677 16 3	949 7 1
5.	11,874 0 5	2	-	237 9 5	-	12,111 9 10	-	-	-	716 12 1	716 12 1
6.	2,644 0 0	3	7 7 8	107 8 4	-	2,758 16 0	58 6 8	155 14 7	-	301 6 8	5 5

f For debts of 310l.

g For debts of 3,275l.

A For debts of 1,025l.

i Including 400l. at 4 and 1,000l. at 4½ per cent.

n Including 1,900l. at 3½ per cent.

o Including 50l. at 4½ per cent.

p For debts of 1,075l.

q For debts of 250l.

u For debts of 400l.

x Including 100l. at 4 per cent.

y Including 820l. at 4½ per cent.

cc Including 700l. at 4 per cent.

dd For debts of 1,650l.

ee Including 4,925l. at 1½ per cent.

ii For debts of 500l.

kk For debts of 898l. 13s.

ll For debts of 101l.

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

1.	2.		3.		INCOME.					
	Balance in Treasurers' Hands on 1st Jan. 1868.		Balance due to the Treasurers on 1st Jan. 1868.		4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
TOWN OF DURHAM										
House Tax	133	11 6	-	-	257	14 5	-	-	3	0 0
Beer-house and Lic.	31	19 9	-	-	390	0 11	-	0 2 0	-	-
Salmon, Ransford, and Toller	653	6 4	-	-	1,352	6 8	-	-	-	-
St. Mary's	231	12 0	-	-	1,094	0 0	-	-	-	-
St. Mary's, Newcastle Branch	57	12 10	-	-	65	0 0	48	10 0	-	-
St. Mary's, North	133	10 1	-	-	1,071	0 0	-	-	5	4 0
St. Mary's, South	122	13 11	-	-	1,587	10 4	-	-	7	7 0
St. Mary's, West	95	9 5	-	-	1,365	0 0	-	1 19 6	19	12 6
St. Mary's, East	716	13 11	-	-	1,189	12 4	-	1 1 9	57	3 0
St. Mary's, Three Branches	339	13 10	-	-	1,119	0 0	-	0 2 0	2	0 0
St. Mary's, North, West, and East	-	-	250	6 11	1,393	0 8	-	0 9 0	6	0 0
St. Mary's, North and South	284	3 8	-	-	415	10 0	-	-	-	-
£	4,809	13 8	250	6 11	14,230	4 9	614	14 2	3	14 3
105	6 6									
TOWN OF DURHAM										
St. Mary's, North and North	67	7 8	-	-	1,148	6 8	-	-	-	-
St. Mary's, North and North (part)	133	17 1	-	-	267	10 0	-	-	7	17 8
St. Mary's, North and North Bridge	-	-	78	11 1	1,093	8 4	-	-	-	-
St. Mary's, North and North Bridge	-	-	96	13 9	1,150	0 0	-	-	-	-
St. Mary's, North and North and North Lane End	332	13 3	-	-	730	19 0	-	-	-	-
St. Mary's, North and North Bridge (part)	13	8 9	-	-	673	7 0	42	0 0	20	4 7
St. Mary's, North and North Bridge	317	16 3	-	-	371	16 3	26	0 0	-	-
St. Mary's, North and North Bridge	-	-	62	14 11	2,350	2 0	-	-	2	310 3 6
St. Mary's, North	13	3 9	-	-	163	6 8	-	-	-	-
St. Mary's, North	304	2 7	-	-	345	0 0	-	0 8 0	2	2 0
St. Mary's, North and North	445	13 4	-	-	307	4 0	-	-	21	18 6
St. Mary's, North	374	9 3	-	-	2,357	3 7	-	-	27	5 0
St. Mary's, North	432	1 4	-	-	471	4 1	-	-	7	42 15 0
St. Mary's, North and North (part)	156	3 17	-	-	379	4 4	-	-	-	-
St. Mary's, North and North Bridge and North	337	17 1	-	-	1,444	13 9	-	-	-	-
St. Mary's, North	-	-	394	16 9	365	4 7	73	3 0	0	3 9
£	3,562	2 8	394	16 9	13,573	1 3	201	3 0	2	332 10 0
135	2 6									
TOWN OF DURHAM										
St. Mary's, North and North	-	-	77	9 2	1,356	7 4	-	-	39	13 0
St. Mary's, North	577	14 1	-	-	1,111	1 1	-	-	15	9 6
£	577	14 1	77	9 2	2,467	8 5	-	-	54	2 6
TOWN OF DURHAM										
St. Mary's, North and North	71	11 5	-	-	1,121	4 0	-	-	7	13 9
St. Mary's, North and North	61	0 0	-	-	1,121	4 0	-	-	-	-
St. Mary's, North	71	0 0	-	-	1,121	4 0	-	-	-	-
St. Mary's, North and North	71	0 0	-	-	1,121	4 0	-	-	-	-

EXPENDITURE.										
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of			
							Treasurer.	Clerk.	Surveyor.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
7. 260 14 5	a 159 10 8	- - -	- - -	- - -	- - -	19 14 7	- - -	25 0 0	7 10 0	
8. 390 2 11	88 2 3	34 4 0	40 0 0	- - -	- - -	17 5 7	- - -	15 10 0	30 0 0	
9. 1,352 6 8	208 2 11	84 11 6	85 19 11	- - -	1 16 3	20 0 11	- - -	40 0 0	100 0 0	
10. 1,094 0 0	314 4 8	79 10 10	26 16 2	0 12 6	1 10 0	66 10 0	13 2 0	40 0 0	75 0 0	
11. 113 10 0	50 11 2	3 10 1	- - -	- - -	- - -	1 8 1	2 0 0	10 0 0	- - -	
12. 1,076 4 0	185 15 4	73 10 2	152 14 10	- - -	14 6 3	79 16 0	25 0 0	55 0 0	50 0 0	
13. 1,594 17 4	375 10 7	244 4 6	69 5 11	- - -	- - -	63 17 5	- - -	50 0 0	30 0 0	
14. 1,286 12 0	368 10 6	217 1 2	123 4 6	- - -	26 10 4	28 16 9	- - -	40 0 0	100 0 0	
15. 1,247 17 1	b 917 11 3	- - -	- - -	- - -	- - -	10 16 6	- - -	40 0 0	52 10 0	
16. 1,121 2 0	212 6 8	120 7 8	- - -	- - -	- - -	23 0 5	- - -	20 0 0	50 0 0	
17. 1,299 9 8	228 3 3	255 12 11	253 15 0	- - -	7 6 0	101 17 7	- - -	45 0 0	76 0 0	
18. 415 10 0	c 141 5 0	- - -	- - -	- - -	- - -	22 10 4	- - -	25 0 0	- - -	
15,013 19 8	3,489 0 11	1,530 6 1	1,101 5 9	0 12 6	57 2 2	543 1 5	40 2 0	565 10 0	711 0 0	
1. 1,148 6 8	330 16 4	210 3 4	210 15 1	- - -	- - -	33 13 7	10 0 0	20 0 0	80 0 0	
2. 875 7 8	257 2 11	127 7 10	214 11 7	- - -	- - -	43 7 1	- - -	30 0 0	43 0 0	
3. 1,003 8 4	412 16 8	257 13 4	133 6 2	- - -	- - -	38 8 9	9 4 9	30 0 0	66 0 0	
4. 1,150 0 0	280 2 0	89 14 3	304 17 0	- - -	- - -	26 15 2	- - -	30 0 0	120 0 0	
5. 750 19 0	72 5 5	3 10 0	52 1 5	- - -	0 2 0	11 19 5	- - -	20 0 0	20 0 0	
6. 672 11 7	218 16 3	93 0 6	169 1 1	- - -	- - -	19 8 0	- - -	55 0 0	60 0 0	
7. 457 16 5	106 0 2	57 5 5	11 9 11	4 0 0	- - -	1 13 0	- - -	10 0 0	25 0 0	
8. 2,860 3 6	909 0 6	427 13 10	571 3 8	- - -	- - -	79 15 4	- - -	30 0 0	120 0 0	
9. 165 6 8	85 7 9	36 14 7	21 14 0	- - -	- - -	1 1 0	- - -	5 0 0	15 0 0	
10. 545 10 0	121 15 6	140 2 3	201 12 6	- - -	- - -	12 10 0	- - -	26 5 0	15 0 0	
11. 959 2 6	382 5 10	403 5 0	321 3 5	- - -	0 18 3	35 10 0	- - -	35 0 0	60 0 0	
12. 2,377 10 0	841 4 7	291 0 8	473 11 9	- - -	10 2 6	70 6 8	40 0 0	8 0 0	120 0 0	
13. 892 15 0	101 19 2	80 0 0	20 0 0	- - -	- - -	10 0 2	5 0 0	16 15 0	38 9 0	
14. 570 0 0	144 18 0	75 14 3	150 18 6	- - -	- - -	25 10 10	- - -	20 0 0	47 0 0	
15. 1,444 13 9	552 12 9	875 9 6	365 16 9	- - -	- - -	147 3 5	20 0 0	30 0 0	80 0 0	
16. 938 11 4	350 12 5	74 18 4	373 16 11	- - -	11 3 6	20 0 10	5 0 0	25 0 0	75 0 0	
16,812 2 5	5,167 16 3	2,743 13 1	3,595 19 9	4 0 0	22 6 3	577 3 3	89 4 9	391 0 0	984 9 0	
1. 1,686 6 4	435 2 4	241 9 8	649 3 0	- - -	- - -	169 5 8	40 0 0	40 0 0	80 0 0	
2. 945 9 6	281 16 8	220 3 8	251 16 1	- - -	16 3 5	34 9 5	10 0 0	30 0 0	75 0 0	
2,631 15 10	716 19 0	461 13 4	900 19 1	- - -	16 3 5	203 15 1	50 0 0	70 0 0	155 0 0	
1. 3,598 9 1	985 5 7	594 1 8	930 19 8	- - -	- - -	121 10 7	- - -	66 15 0	175 0 0	
2. 343 3 4	132 11 6	54 17 0	61 17 2	- - -	9 15 4	43 4 1	- - -	15 0 0	- - -	
3. 1,235 11 5	155 18 1	242 11 7	203 14 9	- - -	- - -	- - -	- - -	30 0 0	40 0 0	
4. 371 16 8	- - -	- - -	- - -	- - -	- - -	5 0 0	- - -	21 0 0	- - -	

d Including 227l. 9s. 4d. from Wearmouth and Tyne Bridge Trust.

e No tolls have been collected since November 1867.

D

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE.
COUNTY OF DORSET—cont.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
7. Cerne Abbas - - - - -	- - -	63 0 2	- - -	- - -	2 13 6	- - -	977 8 11
8. Dorchester and Wool - - -	2 17 11	43 0 3	- - -	- - -	0 7 6	- - -	221 7 6
9. Harnham, Blandford, and Dorchester - - - - -	- - -	188 2 6	- - -	a 461 0 0	48 1 9	- - -	1,287 15 9
10. Lyme Regis - - - - -	- - -	210 17 6	12 3 9	- - -	34 18 11	- - -	875 6 4
11. Ditto, Crewkerne Branch - - -	- - -	18 5 11	- - -	- - -	2 9 3	- - -	88 4 6
12. Maiden Newton - - - - -	38 7 4	35 0 0	37 11 3	250 0 0	23 0 6	- - -	1,090 1 9
13. Poole - - - - -	335 9 5	154 0 3	- - -	- - -	154 14 3	- - -	1,477 2 4
14. Sherborne - - - - -	- - -	93 17 0	- - -	b 179 0 0	55 16 3	- - -	1,292 16 6
15. Vale of Blackmoor - - - - -	- - -	184 17 8	- - -	c 330 0 0	42 12 8	- - -	1,578 9 1
16. Wareham (Three Branches) - - -	- - -	140 0 0	- - -	d 496 15 5	15 9 4	- - -	1,077 19 6
17. Weymouth, Melcombe Regis, and Dorchester - - - - -	- - -	112 2 6	- - -	- - -	13 4 10	- - -	1,093 2 1
18. Wimborne and Piddletown - - -	10 16 11	- - -	- - -	- - -	14 13 6	- - -	214 5 9
£	415 6 7	1,976 11 8	49 15 0	2,823 19 5	486 9 2	- - -	13,790 2 5
COUNTY OF DURHAM.							
1. Bishopwearmouth and Norton - -	10 2 0	120 8 11	- - -	- - -	18 1 7	- - -	1,044 0 10
2. Boroughbridge and Durham (part) -	- - -	29 0 0	- - -	- - -	15 2 2	- - -	759 11 7
3. Bowes and Sunderland Bridge - -	5 8 3	4 17 6	- - -	- - -	31 3 6	- - -	988 18 11
4. Catterick Bridge to Durham - - -	- - -	202 17 11	- - -	- - -	19 10 7	- - -	1,078 16 11
5. Darlington, or Angel Inn and Barton Lane End - - - - -	- - -	144 1 8	- - -	295 0 0	38 15 5	- - -	657 15 4
6. Darlington and Cockerton Bridge (united) - - - - -	- - -	12 10 0	- - -	- - -	17 3 6	- - -	644 19 4
7. Derwent and Shotley Bridge - - -	- - -	203 7 7	- - -	- - -	7 8 2	- - -	426 4 3
8. Durham and Tyne Bridge - - -	15 0 0	219 7 7	- - -	300 0 0	44 12 9	- - -	2,716 13 8
9. Edmondbyers - - - - -	- - -	- - -	- - -	- - -	1 19 9	- - -	166 17 1
10. Eggleston Roads - - - - -	2 17 3	30 0 0	- - -	- - -	13 1 6	- - -	563 4 0
11. Gateshead and Hexham - - - - -	- - -	- - -	37 14 0	- - -	38 12 1	- - -	1,314 9 7
12. Lobley Hill - - - - -	35 3 4	341 1 6	- - -	- - -	28 5 6	- - -	2,238 16 6
13. South Shields - - - - -	37 14 4	53 12 2	- - -	940 0 0	- - -	- - -	1,303 9 10
14. Stockton and Barnard Castle - -	- - -	33 3 0	- - -	- - -	19 14 7	- - -	516 19 2
15. Wearmouth Bridge to Tyne Bridge and Branch - - - - -	20 6 6	9 2 6	- - -	100 0 0	20 15 0	- - -	1,811 6 5
16. West Auckland - - - - -	2 2 0	- - -	- - -	- - -	48 3 2	- - -	985 17 2
£	128 13 8	1,403 10 4	37 14 0	1,725 0 0	362 10 3	- - -	17,233 0 7
COUNTY OF ESSEX.							
1. Epping and Ongar - - - - -	- - -	25 6 3	- - -	- - -	- - -	- - -	1,680 6 11
2. Hockerill - - - - -	12 9 4	- - -	- - -	- - -	22 15 6	- - -	964 14 1
£	12 9 4	25 6 3	- - -	- - -	22 15 6	- - -	2,645 1 0
COUNTY OF GLOUCESTER.							
1. Berkeley, Dursley, Wotton-under-Edge, Frocester, and Chinnacross -	7 10 9	78 9 3	- - -	350 0 0	72 10 0	- - -	3,332 2 5
2. Campden and Clifford - - - - -	- - -	29 5 0	- - -	- - -	9 15 7	- - -	356 5 8
3. Cheltenham - - - - -	23 14 10	158 15 7	- - -	300 0 0	1 14 0	- - -	1,356 8 10
4. Cheltenham and Gloucester - - -	- - -	135 0 7	- - -	A 197 5 0	15 5 7	- - -	303 11 2

a For debts of 300l.

b For debts of 200l.

g Unclaimed.

c For debts of 350l.

d For debts of 300l.

(Continued from page 23.)

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of In- terest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1868.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Com- position for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1868.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
7. 4,264 3 4	1½	- - -	39 19 0	- - -	4,304 2 4	- - -	- - -	- - -	- - -	106 17 0	106 17 0
8. 1,050 0 0	4	- - -	- - -	- - -	1,050 0 0	- - -	- - -	- - -	- - -	200 15 2	200 15 2
9. 7,770 0 0	2	- - -	- - -	- - -	7,770 0 0	- - -	- - -	- - -	- - -	767 17 3	767 17 3
10. 5,700 0 0	3½ & 3½	18 7 3	125 6 11	- - -	5,848 14 2	- - -	- - -	- - -	- - -	440 5 8	440 5 8
11. 700 0 0	3	- - -	4 7 8	- - -	704 7 8	- - -	- - -	- - -	- - -	62 18 4	62 18 4
12. 450 0 0	5	- - -	- - -	- - -	450 0 0	- - -	- - -	- - -	- - -	191 12 5	191 12 5
13. 8,900 0 0	3	353 13 8	226 18 10	- - -	9,480 12 6	- - -	- - -	- - -	- - -	240 10 11	240 10 11
14. 2,200 0 0	4	- - -	- - -	- - -	2,200 0 0	- - -	- - -	- - -	- - -	149 4 11	149 4 11
15. 3,850 0 0	4	74 8 3	136 0 0	- - -	4,060 8 3	- - -	- - -	- - -	- - -	386 3 11	386 3 11
16. 3,000 0 0	4	123 7 10	- - -	- - -	3,123 7 10	- - -	- - -	- - -	- - -	382 18 4	382 18 4
17. 2,300 0 0	5	- - -	- - -	43 19 4	2,343 19 4	- - -	- - -	- - -	- - -	- - -	- - -
18. 23,865 0 0	5	104 15 8	27,292 10 4	- - -	51,262 6 0	- - -	- - -	- - -	- - -	485 7 11	485 7 11
98,467 3 9	- -	749 7 7	30,652 7 6	43 19 4	129,912 18 2	181 3 4	318 18 9	- - -	- - -	5,827 3 1	6,327 5 2
1. 2,414 0 0	5	104 3 4	- - -	- - -	2,518 3 4	- - -	- - -	- - -	- - -	171 13 6	171 13 6
2. 580 0 0	5	- - -	- - -	- - -	580 0 0	- - -	- - -	- - -	- - -	219 13 2	219 13 2
3. 100 0 0	5	- - -	- - -	64 1 8	164 1 8	46 5 0	- - -	- - -	- - -	- - -	46 5 0
4. 6,870 0 0	3	- - -	- - -	20 12 8	6,890 12 8	- - -	- - -	- - -	- - -	- - -	- - -
5. 11,075 2 0	3	- - -	- - -	- - -	11,075 2 0	- - -	- - -	- - -	129 16 6	445 16 11	575 13 5
6. 250 0 0	5	- - -	- - -	- - -	250 0 0	- - -	- - -	- - -	30 15 0	43 1 0	73 16 0
7. 7,521 0 0	2½	10 0 0	- - -	- - -	7,531 0 0	- - -	- - -	- - -	- - -	349 10 7	349 10 7
8. 2,300 0 0	5	- - -	- - -	- - -	2,300 0 0	- - -	- - -	- - -	- - -	73 14 11	73 14 11
9. 295 0 0	None	- - -	- - -	- - -	295 0 0	- - -	- - -	- - -	- - -	11 15 4	11 15 4
10. 600 0 0	5	- - -	- - -	- - -	600 0 0	- - -	- - -	- - -	- - -	291 8 7	291 8 7
11. - - -	- -	- - -	- - -	- - -	- - -	101 14 8	- - -	- - -	78 15 1	88 8 3	268 18 0
12. 8,555 0 0	5	- - -	12,237 17 0	- - -	20,792 17 0	93 16 8	- - -	- - -	1 16 8	698 2 11	793 16 3
13. - - -	- -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	41 6 6	41 6 6
14. 1,205 0 0	3	- - -	- - -	- - -	1,205 0 0	- - -	- - -	- - -	9 3 4	189 6 8	198 10 0
15. 250 0 0	5	106 5 0	- - -	- - -	365 5 0	- - -	- - -	- - -	- - -	191 4 5	191 4 5
16. - - -	- -	- - -	- - -	312 2 7	312 2 7	50 0 0	- - -	- - -	42 0 0	- - -	92 0 0
42,024 2 0	- -	220 8 4	12,287 17 0	396 16 11	54,879 4 3	291 16 4	- - -	- - -	292 6 7	2,815 2 9	3,399 5 8
1. 500 0 0	5	250 16 8	- - -	4 7 9	755 4 5	- - -	- - -	- - -	- - -	- - -	- - -
2. 150 0 0	5	140 0 0	- - -	- - -	290 0 0	- - -	- - -	- - -	280 0 0	367 9 6	647 9 6
650 0 0	- -	390 16 8	- - -	4 7 9	1,045 4 5	- - -	- - -	- - -	280 0 0	367 9 6	647 9 6
1. 1,800 0 0	4	- - -	16 2 9	- - -	1,816 2 9	- - -	- - -	- - -	- - -	839 17 2	839 17 2
2. 600 0 0	5	- - -	- - -	- - -	600 0 0	- - -	- - -	- - -	- - -	29 16 9	29 16 9
3. 3,349 0 0	3½	250 0 0	58 12 2	- - -	3,657 12 2	- - -	- - -	- - -	- - -	241 13 10	241 13 10
4. 11,838 8 6	1	- - -	19 6 6	- - -	11,857 15 0	- - -	- - -	- - -	- - -	271 15 8	271 15 8

e Misstated in previous Returns, and including 6,276*l.* 10*s.* at 1*d.* per cent. f Remaining debt, 200*l.* omitted, having been unclaimed for upwards of 30 years
h For debts of 1,050*l.*

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands on 1st Jan. 1868.	3. Balance due to the Treasurers on 1st Jan. 1868.	INCOME.					
			4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.
COUNTY OF GLOUCESTER —continued.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
5. Cheltenham and Painswick -	208 8 0	- - -	371 1 8	- - -	- - -	- - -	- - -	- - -
6. Cheltenham and Tewkesbury -	- - -	26 15 10	951 5 0	- - -	- - -	- - -	296 0 0	- - -
7. Chipping Campden -	8 0 9	- - -	272 17 3	249 5 10	- - -	- - -	- - -	- - -
8. Cirencester -	428 2 3	- - -	3,035 0 0	- - -	- - -	0 0 2	10 0 0	- - -
9. Cleve and Evesham -	387 13 2	- - -	399 8 1	- - -	- - -	- - -	- - -	- - -
10. Coldharbour District -	102 4 8	- - -	373 15 1	- - -	- - -	- - -	- - -	- - -
11. Crickley Hill and Campfield, Gloucestershire District -	- - -	11 0 3	286 10 0	182 13 3	- - -	0 6 0	5 6 9	- - -
12. Evesham and Cheltenham -	4 3 1	- - -	464 12 4	- - -	- - -	- - -	- - -	- - -
13. Forest of Dean -	260 4 0	- - -	2,632 18 6	- - -	- - -	- - -	- - -	- - -
14. Haw Bridge -	115 1 11	- - -	144 3 4	- - -	- - -	- - -	- - -	- - -
15. Huntley Roads -	30 10 6	- - -	832 16 9	- - -	- - -	- - -	- - -	- - -
16. Kingswood -	149 10 9	- - -	233 8 4	- - -	- - -	- - -	- - -	- - -
17. Lightpill and Birdlip -	210 10 5	- - -	468 0 0	- - -	- - -	- - -	- - -	- - -
18. Maisemore -	- - -	66 16 6	679 11 8	- - -	- - -	- - -	0 10 0	- - -
19. Minchinhampton, Tetbury, and Bisley -	124 14 7	- - -	377 8 0	33 10 0	- - -	- - -	- - -	- - -
20. Nailsworth, Woodchester, and Dudbridge -	- - -	69 9 3	752 10 0	71 1 1	- - -	- - -	5 10 2	- - -
21. Ditto, Nailsworth and Avening Branch -	- - -	- - -	135 0 0	15 0 0	- - -	- - -	- - -	- - -
22. Newent -	183 17 1	- - -	746 0 0	- - -	- - -	- - -	- - -	- - -
23. Northgate -	160 17 0	- - -	605 14 4	- - -	- - -	- - -	1 0 0	- - -
24. Over -	945 14 5	- - -	1,385 0 0	- - -	- - -	- - -	- - -	- - -
25. Pucklechurch -	102 17 3	- - -	357 0 0	- - -	- - -	- - -	13 2 0	- - -
26. Sodbury Division, and Cirencester and Bath (united) -	378 7 8	- - -	2,729 19 5	- - -	- - -	0 4 6	21 10 3	- - -
27. Southgate -	- - -	22 18 1	830 0 0	20 0 0	- - -	- - -	- - -	- - -
28. Stow and Moreton (united) -	255 10 2	- - -	2,292 15 2	- - -	- - -	0 13 0	17 16 0	- - -
29. Stroud and Bisley -	36 1 6	- - -	110 0 0	- - -	- - -	- - -	- - -	- - -
30. Stroud, Cainscross, and Minchin- hampton, Lower Division -	194 17 3	- - -	200 0 0	- - -	- - -	- - -	- - -	- - -
31. Ditto, Upper Division -	64 14 8	- - -	88 9 8	- - -	- - -	- - -	- - -	- - -
32. Stroud and Chalford -	23 18 6	- - -	730 1 8	288 14 8	- - -	- - -	- - -	- - -
33. Stroud and Gloucester -	71 11 0	- - -	310 15 0	- - -	- - -	- - -	4 4 0	- - -
34. Stroud, Painswick, and Glou- cester -	- - -	139 19 1	733 1 8	- - -	- - -	- - -	- - -	- - -
35. Tewkesbury -	12 18 3	- - -	1,767 4 0	- - -	- - -	- - -	2 13 1	- - -
36. Tewkesbury, Severn Bridge and Roads -	45 0 9	- - -	555 0 0	- - -	- - -	- - -	- - -	- - -
37. Winchcomb -	310 17 11	- - -	1,086 10 0	- - -	- - -	- - -	3 5 0	- - -
£	6,048 18 6	336 19 0	32,408 0 5	860 4 10	- - -	1 15 2	259 2 9	- - -
COUNTY OF HANTS.								
1. Aldermaston and Basingstoke -	224 6 11	- - -	389 14 0	- - -	- - -	- - -	- - -	- - -
2. Andover and Basingstoke -	142 7 7	- - -	728 0 0	- - -	- - -	- - -	11 10 0	- - -
3. Andover and East Itley -	68 3 4	- - -	574 1 8	- - -	- - -	- - -	5 17 5	- - -
4. Andover Station -	35 1 10	- - -	50 4 3	- - -	- - -	- - -	- - -	- - -
5. Andover and Winchester, Andover District -	45 15 11	- - -	117 19 2	- - -	- - -	- - -	2 3 0	- - -
6. Basingstoke, Odiham, and Alton -	254 9 5	- - -	660 2 0	- - -	- - -	- - -	9 0 0	- - -
7. Bishop's Waltham and Fisher's Pond -	248 6 7	- - -	126 5 0	- - -	- - -	- - -	- - -	- - -
8. Botley -	72 12 2	- - -	138 10 0	85 17 2	- - -	- - -	- - -	- - -
9. Christchurch and Lyndhurst -	171 10 4	- - -	65 18 3	- - -	- - -	- - -	- - -	- - -
10. Cranborne Chase and New Forest -	433 12 1	- - -	293 0 0	- - -	- - -	- - -	- - -	- - -
11. Farnham and Petersfield -	278 9 11	- - -	370 0 0	- - -	- - -	- - -	- - -	- - -
12. Gosport, Bishop's Waltham, Wick- ham, and Chawton -	0 7 6	- - -	1,032 1 8	- - -	- - -	0 9 6	11 6 6	- - -
13. Isle of Wight Highways i -	- - -	2,227 5 0	2,509 0 0	44,722 10 4	- - -	- - -	49 17 0	- - -
14. London and Southampton -	95 7 4	- - -	42 10 0	- - -	- - -	- - -	- - -	- - -
15. Odiham and Farnham -	101 3 10	- - -	148 15 1	- - -	- - -	- - -	- - -	- - -
16. Popham Lane to Winchester -	185 10 11	- - -	542 5 4	- - -	- - -	- - -	3 0 0	- - -
17. Portsmouth and Sheet Bridge -	335 3 11	- - -	1,208 0 7	5 0 0	- - -	- - -	69 13 3	- - -
18. Romsey and Ringwood -	12 1 10	- - -	203 2 1	- - -	- - -	- - -	- - -	- - -
19. Romsey, Stockbridge, and Wallop -	259 18 8	- - -	413 8 4	- - -	- - -	- - -	0 7 6	- - -
20. Romsey and Winchester -	32 19 3	- - -	454 5 0	- - -	- - -	- - -	11 7 6	- - -

a From sale of old toll-houses. b Contract work. c For portion of a year.
A Including materials, &c. i For the year ending October 1868. A Highway rates. f To Improvement Commissioners.

EXPENDITURE.										
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	
TOTAL	Manual	Team Labour	Materials	Land	Damage	Tradesmen's	Salaries of			
INCOME.	Labour.	and Carriage of Materials.	for Surface Repairs.	purchased.	done in obtaining Materials.	Bills.	Treasurer.	Clerk.	Surveyor.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
5.	371 1 8	8 7 2	- - -	- - -	- - -	0 18 1	- - -	10 0 0	- - -	- - -
6.	1,047 5 0	241 5 3	161 15 6	382 10 11	- - -	12 9 1	- - -	- - -	40 0 0	- - -
7.	522 3 1	107 17 0	72 4 9	67 1 1	- - -	6 16 0	- - -	14 10 0	13 0 0	- - -
8.	3,045 0 2	b 1,333 0 0	- - -	- - -	- - -	53 17 2	- - -	50 0 0	150 0 0	- - -
9.	399 8 1	- - -	- - -	- - -	- - -	- - -	- - -	10 10 0	- - -	- - -
10.	373 15 1	116 9 7	87 7 2	19 19 9	- - -	4 11 4	- - -	20 0 0	50 0 0	- - -
11.	474 16 0	315 9 11	82 15 6	5 16 3	- - -	12 8 0	5 7 1	10 10 0	10 10 0	c 9 0 5
12.	464 12 4	88 5 4	48 14 7	56 4 2	- - -	14 1 6	- - -	6 6 0	24 0 0	- - -
13.	2,682 18 6	448 4 11	310 0 0	331 15 1	- - -	185 5 5	10 0 0	40 0 0	150 0 0	- - -
14.	144 3 4	- - -	- - -	- - -	- - -	12 15 0	- - -	15 15 0	- - -	- - -
15.	832 16 9	194 0 6	184 13 6	121 11 9	- - -	36 3 0	- - -	40 0 0	40 0 0	- - -
16.	233 8 4	- - -	- - -	- - -	- - -	2 8 7	- - -	10 0 0	- - -	- - -
17.	468 0 0	b 150 0 0	- - -	- - -	- - -	1 6 0	- - -	20 0 0	- - -	- - -
18.	680 1 8	221 12 6	97 1 6	264 4 11	- - -	14 13 1	- - -	- - -	26 5 0	- - -
19.	410 18 0	b 187 16 0	- - -	- - -	- - -	23 16 6	- - -	- - -	20 0 0	- - -
20.	829 1 3	d 643 5 9	- - -	- - -	- - -	33 11 1	- - -	20 0 0	e 6 5 0	- - -
21.	150 0 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
22.	746 0 0	157 5 11	178 11 0	193 8 6	- - -	1 10 0	47 7 0	20 0 0	30 0 0	- - -
23.	606 14 4	209 10 4	102 8 9	237 17 5	- - -	6 4 9	- - -	- - -	20 0 0	- - -
24.	1,385 0 0	424 18 2	152 11 1	471 13 5	- - -	53 8 11	- - -	- - -	f 93 15 0	- - -
25.	370 2 0	91 5 5	31 9 7	18 19 7	- - -	6 9 7	- - -	10 0 0	30 0 0	- - -
26.	2,751 14 2	1,043 10 2	560 1 1	250 18 4	- - -	28 19 2	102 18 4	60 0 0	270 0 0	- - -
27.	850 0 0	139 10 10	46 4 6	340 3 6	- - -	10 4 8	- - -	20 0 0	40 0 0	- - -
28.	2,311 4 2	850 7 6	332 12 6	494 4 1	- - -	42 12 3	102 4 6	5 0 0	24 3 0	170 0 0
29.	110 0 0	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	- - -	- - -
30.	200 0 0	g 45 0 0	- - -	- - -	- - -	- - -	- - -	6 13 14	- - -	- - -
31.	88 9 8	15 8 0	- - -	- - -	- - -	4 16 4	- - -	3 6 8	2 12 0	- - -
32.	1,018 16 4	h 422 12 9	- - -	- - -	- - -	- - -	- - -	10 0 0	14 5 0	- - -
33.	314 19 0	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	- - -	- - -
34.	733 1 8	h 200 0 0	- - -	- - -	- - -	1 19 4	- - -	10 0 0	- - -	- - -
35.	1,769 17 1	663 16 7	223 12 2	393 11 1	- - -	50 14 8	112 7 9	50 0 0	150 0 0	- - -
36.	555 0 0	0 18 4	- - -	2 2 6	- - -	9 8 9	- - -	10 0 0	10 0 0	- - -
37.	1,089 15 0	b 342 7 6	- - -	- - -	- - -	5 2 8	- - -	25 0 0	f 15 0 0	- - -
38.	33,529 3 2	9,886 0 7	3,563 13 5	4,848 13 11	- - -	175 3 5	1,040 6 2	25 10 0	669 9 0	1,589 2 5
1.	389 14 0	b 121 5 0	- - -	- - -	- - -	13 19 0	10 0 0	10 0 0	10 10 0	- - -
2.	739 10 0	b 208 13 0	- - -	- - -	- - -	80 11 0	- - -	40 0 0	90 0 0	- - -
3.	579 19 1	b 131 14 0	- - -	- - -	- - -	8 2 0	- - -	45 0 0	25 0 0	- - -
4.	50 4 3	17 16 0	8 2 6	3 15 4	- - -	9 17 6	- - -	5 0 0	10 0 0	- - -
5.	119 19 2	17 17 5	5 10 7	17 7 5	- - -	- - -	- - -	10 10 0	15 0 0	- - -
6.	669 2 0	140 18 8	121 1 6	121 18 8	- - -	15 4 10	20 0 0	40 0 0	100 0 0	- - -
7.	126 5 0	- - -	- - -	- - -	- - -	4 0 0	- - -	20 0 0	- - -	- - -
8.	224 7 2	24 5 11	41 11 0	8 4 3	- - -	26 14 9	- - -	15 0 0	10 0 0	- - -
9.	65 18 3	h 23 11 0	- - -	- - -	- - -	- - -	- - -	10 0 0	5 0 0	- - -
10.	293 0 0	b 120 0 0	- - -	- - -	- - -	- - -	- - -	20 0 0	- - -	- - -
11.	370 0 0	73 17 7	1 8 0	239 14 6	- - -	17 15 1	- - -	20 0 0	10 0 0	- - -
12.	1,043 17 8	193 14 1	116 6 0	176 18 9	- - -	42 10 0	- - -	35 0 0	80 0 0	- - -
13.	7,272 7 4	d 4,629 18 3	- - -	- - -	- - -	33 4 9	- - -	120 0 0	300 0 0	- - -
14.	42 10 0	- - -	- - -	- - -	- - -	3 5 0	- - -	15 0 0	- - -	- - -
15.	148 15 1	h 55 0 0	- - -	- - -	- - -	11 17 3	- - -	10 0 0	5 0 0	- - -
16.	545 5 4	74 9 6	49 0 1	31 7 2	- - -	10 19 0	- - -	30 0 0	30 0 0	- - -
17.	1,285 13 10	285 7 3	460 7 0	1,400 0 0	- - -	71 14 8	- - -	50 0 0	83 0 0	- - -
18.	208 2 1	59 6 10	32 10 0	12 17 0	- - -	17 14 2	- - -	20 0 0	16 0 0	- - -
19.	413 15 10	b 165 0 0	- - -	- - -	- - -	11 18 4	5 0 0	26 5 0	16 0 0	- - -
20.	465 12 6	82 18 6	55 9 0	42 18 2	- - -	33 10 0	- - -	30 0 0	30 0 0	- - -

d Including contract work.

e For ½ year.

f For ¼ year.

g Including materials.

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE.
COUNTY OF GLOUCESTER —continued.							
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
5. Cheltenham and Painswick - -	2 11 0	50 19 9	- - -	a 546 0 0	7 18 8	- - -	624 14 8
6. Cheltenham and Tewkesbury - -	- - -	- - -	- - -	- - -	22 14 3	- - -	860 15 0
7. Chipping Campden - - -	b 112 13 5	4 12 2	- - -	100 0 0	0 10 0	- - -	516 14 5
8. Cirencester - - -	- - -	436 0 3	- - -	c 1,239 17 6	38 10 5	- - -	3,301 5 4
9. Cleve and Evesham - - -	17 1 6	28 4 4	- - -	d 300 16 6	5 6 0	- - -	361 15 4
10. Coldharbour District - - -	- - -	24 17 10	- - -	e 50 0 0	5 5 7	- - -	378 11 3
11. Crickley Hill and Campfield, Gloucestershire District - - -	2 2 0	- - -	- - -	- - -	11 13 10	- - -	463 13 6
12. Evesham and Cheltenham - - -	- - -	102 13 6	- - -	110 0 0	7 6 8	- - -	457 11 2
13. Forest of Dean - - -	- - -	526 1 5	- - -	850 0 0	18 7 0	- - -	2,869 15 10
14. Haw Bridge - - -	- - -	97 16 10	- - -	- - -	10 18 1	- - -	137 4 11
15. Huntley Roads - - -	- - -	98 7 1	- - -	f 100 0 0	6 16 10	- - -	823 17 8
16. Kingswood - - -	3 6 10	43 4 0	- - -	h 130 0 0	22 7 9	- - -	211 7 2
17. Lightpill and Birdlip - - -	- - -	44 16 8	- - -	i 194 2 0	10 5 6	- - -	420 10 2
18. Maisemore - - -	- - -	- - -	- - -	- - -	2 11 3	- - -	626 8 2
19. Minchinhampton, Tetbury, and Bisley - - -	27 17 4	41 5 9	- - -	m 100 0 0	4 5 10	- - -	405 1 2
20. Nailsworth, Woodchester, and Dudbridge - - -	- - -	152 1 8	- - -	- - -	17 5 6	- - -	672 9 6
21. Ditto, Nailsworth and Avening Branch - - -	- - -	16 2 8	- - -	n 133 17 4	- - -	- - -	150 0 0
22. Newent - - -	13 10 0	37 11 0	- - -	- - -	12 9 0	- - -	691 12 3
23. Northgate - - -	- - -	- - -	- - -	- - -	11 12 9	- - -	587 14 0
24. Over - - -	- - -	- - -	- - -	- - -	16 16 6	- - -	1,213 3 1
25. Pucklechurch - - -	- - -	- - -	- - -	160 0 0	3 17 0	- - -	362 10 2
26. Sodbury Division, and Cirencester and Bath (united) - - -	21 17 6	78 0 0	34 1 5	p 189 0 0	59 0 8	- - -	2,698 6 8
27. Southgate - - -	- - -	57 0 8	- - -	- - -	10 1 6	- - -	663 5 8
28. Stow and Moreton (united) - - -	- - -	- - -	184 18 3	- - -	45 12 10	- - -	2,251 14 11
29. Stroud and Bisley - - -	- - -	- - -	- - -	q 50 0 0	5 15 0	- - -	65 15 0
30. Stroud, Cainscross, and Minchin- hampton, Lower Division - - -	- - -	19 18 5	- - -	r 135 15 0	2 11 8	- - -	209 15 3
31. Ditto, Upper Division - - -	- - -	- - -	- - -	64 0 0	1 7 4	- - -	91 10 4
32. Stroud and Chalford - - -	8 1 8	49 0 6	- - -	542 14 7	18 19 10	- - -	1,063 14 4
33. Stroud and Gloucester - - -	6 2 0	54 19 0	- - -	s 246 17 0	- - -	- - -	317 15 0
34. Stroud, Painswick, and Glou- cester - - -	3 18 0	145 14 11	- - -	t 315 10 0	10 7 1	- - -	687 9 4
35. Tewkesbury - - -	18 7 0	- - -	3 0 0	- - -	52 15 0	- - -	1,718 4 3
36. Tewkesbury, Severn Bridge and Roads - - -	- - -	484 10 0	- - -	- - -	12 8 0	- - -	529 7 0
37. Winchcomb - - -	3 3 0	107 16 8	- - -	u 297 0 0	16 10 8	- - -	812 0 0
£	271 16 10	3,093 5 5	221 19 8	6,902 14 11	571 13 2	- - -	32,859 8 11
COUNTY OF HANTS.							
1. Aldermaston and Basingstoke - -	9 15 6	30 10 0	- - -	x 90 0 0	14 13 0	- - -	310 12 0
2. Andover and Basingstoke - - -	- - -	12 0 0	- - -	100 0 0	59 17 0	- - -	591 1 0
3. Andover and East Isley - - -	- - -	94 10 0	- - -	x 190 0 0	28 2 9	- - -	522 8 5
4. Andover Station - - -	- - -	- - -	- - -	- - -	2 1 11	- - -	56 13 3
5. Andover and Winchester, Andover District - - -	- - -	23 8 0	- - -	- - -	17 0 0	- - -	106 13 3
6. Basingstoke, Odiham, and Alton -	12 5 2	7 7 6	- - -	50 0 0	12 19 8	- - -	641 16 0
7. Bishop's Waltham and Fisher's Pond - - -	8 3 11	51 2 8	- - -	y 319 10 0	5 2 8	- - -	307 19 3
8. Botley - - -	2 2 0	15 0 0	- - -	aa 72 10 0	29 2 0	- - -	244 9 11
9. Christchurch and Lyndhurst - -	- - -	- - -	- - -	- - -	- - -	- - -	38 11 0
10. Cranborne Chase and New Forest -	9 6 2	1 18 3	- - -	bb 201 7 6	22 11 6	- - -	375 3 5
11. Farnham and Petersfield - - -	- - -	- - -	- - -	- - -	8 8 6	- - -	371 3 8
12. Gosport, Bishop's Waltham, Wick- ham, and Chawton - - -	- - -	278 15 5	- - -	r 169 10 0	8 2 11	- - -	1,100 17 2
13. Isle of Wight Highways - - -	68 9 3	- - -	118 6 0	- - -	233 17 0	- - -	5,503 15 3
14. London and Southampton - - -	2 9 0	50 18 6	- - -	- - -	2 4 7	- - -	73 17 1
15. Odiham and Farnham - - -	4 7 10	15 4 6	- - -	- - -	5 2 0	- - -	106 11 2
16. P. ham Lane to Winchester - - -	- - -	50 13 5	- - -	r 195 13 6	7 18 6	- - -	485 12 0
17. Portsmouth and Sheet Bridge - -	22 3 10	- - -	- - -	- - -	36 18 3	- - -	1,409 11 0
18. Romsey and Ringwood - - -	5 0 0	16 19 4	- - -	- - -	7 1 8	- - -	187 9 0
19. Romsey, Stockbridge, and Wallop -	- - -	60 5 11	- - -	cc 135 0 0	28 9 6	- - -	447 18 9
20. Romsey and Winchester - - -	- - -	35 4 1	23 0 11	aa 99 10 0	3 10 0	- - -	456 0 2

a For debts of 729l. 4s. 3d.

b Including 100l. 0s. 6d. arrears.

c For debts of 1,285l.

d For debts of 504l. 10s.

e Including 20,985l. 10s. not bearing interest.

f For debts of 115l.

g For debts of 230l.

h For debts of 303l. 14s.

i For debts of 62l. 10s.

j For debts of 271l. 10s.

k For debts of 639l. 15s.

l For debts of 1,030l.

m Including 950l. at 2 per cent.

n For debts of 100l.

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1868.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1868.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
5. 1,872 17 10	2½	50 0 0	3 9 1	47 5 0	1,973 11 11	—	—	—	—	—	—
6. —	—	—	—	—	—	—	—	—	—	159 14 2	159 14 2
7. 57 10 0	3	—	—	—	57 10 0	—	—	—	—	13 9 5	13 9 5
8. 10,587 0 0	4	—	—	—	10,587 0 0	—	—	—	—	171 17 1	171 17 1
9. 4,786 2 6	1	—	33 19 10	—	4,820 2 4	—	—	—	—	425 2 11	425 2 11
10. 834 10 0	3	—	5 19 3	—	840 9 3	—	—	—	14 5 0	97 8 6	111 13 6
11. —	—	40 19 7	—	1 17 3	42 16 10	—	—	—	—	—	—
12. 2,250 0 0	f4	—	—	—	2,250 0 0	—	—	—	—	11 3 8	11 3 8
13. 22,490 0 0	5	—	4,889 12 2	—	27,379 12 2	—	—	—	—	13 8 8	13 8 8
14. 24,257 10 0	3	—	58 8 2	—	24,315 18 2	—	—	—	—	122 0 4	122 0 4
15. 2,635 0 0	8	—	—	—	2,635 0 0	—	—	—	—	40 9 7	40 9 7
16. 2,295 0 0	2	—	9 15 3	—	2,304 15 3	—	—	—	—	171 11 11	171 11 11
17. 2,010 6 0	2	10 0 0	40 8 5	—	2,060 14 5	39 0 0	—	—	—	258 0 3	297 0 3
18. —	—	—	—	13 3 1	13 3 1	171 5 0	—	—	—	—	171 5 0
19. 2,091 17 0	2	—	—	—	2,091 17 0	—	—	—	—	130 11 2	130 11 2
20. 3,802 0 0	4	—	—	112 17 0	3,914 17 0	—	—	—	—	—	—
21. 1,371 13 11	1	—	—	—	1,371 13 11	—	—	—	—	—	—
22. 4,555 0 0	1	—	38 10 6	—	4,593 10 6	—	—	—	—	238 4 8	238 4 8
23. —	—	—	—	—	—	—	—	—	—	179 17 4	179 17 4
24. —	—	—	—	—	—	345 0 0	—	—	—	1,117 11 4	1,462 11 4
25. 320 0 0	None	—	—	—	320 0 0	—	—	—	—	110 9 1	110 9 1
26. 2,000 0 0	4	—	—	—	2,000 0 0	—	—	—	168 2 10	431 15 2	594 18 0
27. 1,800 0 0	4½	—	—	—	1,800 0 0	—	—	—	—	163 16 3	163 16 3
28. —	—	—	—	—	—	—	—	—	—	314 19 5	314 19 5
29. 837 10 0	None	7 0 0	—	—	844 10 0	9 3 4	—	—	—	80 6 6	89 9 10
30. 1,681 5 7	1	50 0 0	16 16 1	—	1,748 1 8	—	—	—	—	184 18 10	184 18 10
31. 688 0 0	None	—	—	—	688 0 0	3 4 4	—	—	—	61 14 0	64 18 4
32. 2,683 10 0	1	50 0 0	7 12 1	22 19 6	2,764 1 7	—	92 11 0	—	—	—	92 11 0
33. 5,178 16 6	1½	—	127 1 11	—	5,305 18 5	102 0 0	—	—	—	68 12 0	170 12 0
34. 4,073 5 11	3	50 0 0	11 10 8	94 6 9	4,229 3 4	—	—	—	—	—	—
35. —	—	—	—	—	—	—	—	—	—	64 11 1	64 11 1
36. 16,150 0 0	3	—	—	—	16,150 0 0	—	—	—	—	70 13 2	70 13 2
37. 4,486 11 1	2	124 1 7	35 0 8	—	4,645 18 4	112 8 2	—	—	—	588 12 5	701 0 7
142,882 14 10	—	632 1 2	5,372 5 6	392 8 7	149,179 10 1	782 0 10	92 11 0	—	177 7 10	6,674 2 4	7,726 2 0
1. 1,500 0 0	2	—	—	—	1,500 0 0	—	—	—	—	303 8 5	303 8 5
2. 200 0 0	4	175 8 4	—	—	375 8 4	—	—	—	—	290 16 7	290 16 7
3. 2,950 0 0	3	—	—	—	2,950 0 0	—	—	—	10 7 11	125 13 8	136 1 7
4. 5,550 0 0	4	—	5,082 0 0	—	10,632 0 0	—	—	—	—	28 12 10	28 12 10
5. 534 12 0	4½	—	—	—	534 12 0	—	—	—	—	59 1 8	59 1 8
6. 100 0 0	5	—	—	—	100 0 0	—	—	—	—	281 15 5	281 15 5
7. 2,940 0 0	1	33 4 5	11 18 0	—	2,985 2 5	11 10 0	—	—	—	66 12 4	78 2 4
8. 1,200 0 0	1½	—	5 12 6	—	1,205 12 6	—	—	—	—	52 9 5	52 9 5
9. 2,250 0 0	5	—	2,587 0 0	—	4,837 0 0	—	—	—	—	198 17 7	198 17 7
10. 3,100 0 0	1s.	—	5 19 9	—	3,105 19 9	—	—	—	—	351 8 8	351 8 8
11. 5,050 0 0	1d.	—	—	—	5,050 0 0	—	—	—	—	277 6 3	277 6 3
12. 7,300 0 0	3½	—	128 19 1	56 12 0	7,485 11 1	35 5 0	—	—	—	—	35 5 0
13. —	—	—	—	458 12 11	458 12 11	—	—	—	—	—	—
14. 5,160 0 0	1	25 10 11	158 17 4	—	5,344 8 3	—	—	—	—	64 0 3	64 0 3
15. 758 0 0	3	—	21 0 0	—	779 0 0	—	—	—	—	143 7 4	143 7 4
16. 1,495 0 0	4	15 0 0	35 0 0	—	1,545 0 0	—	—	—	15 6 8	245 4 3	260 10 11
17. —	—	—	—	—	—	—	—	—	—	261 6 9	261 6 9
18. 900 0 0	3	9 19 5	22 19 11	—	932 19 4	—	—	—	—	27 14 11	27 14 11
19. 1,450 0 0	3½	4 0 0	53 0 6	—	1,507 0 6	—	—	—	—	225 15 9	225 15 9
20. 900 0 0	4	—	42 0 0	—	942 0 0	—	—	—	—	62 11 1	62 11 1

e For debts of 53l.

f Reduced by consent of creditors.

g Including 5,500l. at 4 per cent., and 10,645l. not bearing interest.

m For debts of 150l.

n For debts of 241l. 4s.

o Including 852l. 10s. at 4½ per cent.

p For debts of 200l.

t For debts of 490l. 12s. 6d.

u For debts of 388l. 8s. 11d.

x For debts of 200l.

bb For debts of 850l.

cc For debts of 150l.

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

1. NAMES OF COUNTIES AND TRUSTS.	2.		3.		INCOME.					
	Balance in Treasurers' Hands on 1st Jan. 1868.		Balance due to the Treasurers on 1st Jan. 1868.		4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
COUNTY OF HANTS—cont.										
21. Southampton, North District, and Winchester and Waltham (united)	15	18 4	-	-	585	6 4	-	20 0 0	-	-
22. Southampton, South District	188	14 2	-	-	477	15 7	-	-	4 0 0	-
23. Stockbridge and Basingstoke	119	11 4	-	-	231	14 3	-	-	5 0 0	-
24. Stockbridge and Winchester	-	-	23	12 4	188	6 4	-	-	-	-
25. Titchfield and Cosham	222	6 2	-	-	696	7 6	30 0 0	-	7 0 0	-
26. Whitechurch and Aldermaston	15	17 2	-	-	119	18 1	-	-	-	-
27. Whiteparish, Romsey, and Southampton	89	9 4	-	-	400	6 11	-	-	13 2 6	-
28. Winchester Road	365	14 10	-	-	396	6 8	-	-	-	-
29. Winchester, Upper District	231	0 3	-	-	839	14 1	-	-	30 0 0	-
30. Winchester and Alton, Lower District	43	2 10	-	-	525	0 0	-	-	32 0 8	-
31. Winchester to Newtown River	-	-	6	15 3	324	15 10	-	-	4 0 0	-
32. Winchester and Petersfield	216	10 9	-	-	435	0 0	32 6 10	-	1 2 0	-
£	4,575	14 6	2,257	12 7	15,287	14 0	4,878 14 4	20 0 0	0 9 6	261 4 4
COUNTY OF HEREFORD.										
1. Blue Mantle Hall	133	14 11	-	-	344	6 8	-	-	15 0 0	-
2. Bromyard	449	14 7	-	-	1,430	0 0	169 0 0	-	24 17 6	-
3. Hereford c	18	1 3	-	-	4,458	13 1	-	-	888 3 11	-
4. Kington	150	9 4	-	-	1,430	0 0	-	-	107 4 0	-
5. Ledbury	110	8 11	-	-	1,710	0 0	-	-	40 18 9	-
6. Leominster	98	11 10	-	-	1,020	0 0	-	-	48 10 0	-
7. Leominster and Ledbury	-	-	-	-	234	0 0	-	-	17 0 0	-
8. Presteigne	203	19 0	-	-	710	14 8	196 11 3	-	18 0 0	-
9. Ross	230	13 5	-	-	2,300	0 0	-	0 6 0	30 18 0	-
10. Whitechurch and Llangarron	70	10 5	-	-	221	0 10	-	-	4 0 0	-
11. Whitney and Bredwardine	208	2 0	-	-	324	0 0	-	0 7 6	21 3 3	-
12. Wyreside	4	7 0	-	-	206	10 0	87 12 10	-	11 10 0	-
£	1,678	12 8	-	-	14,389	5 3	453 4 1	-	0 15 6	1,227 5 5
COUNTY OF HERTFORD.										
1. Baldock and Bournebridge	732	16 6	-	-	528	4 3	-	-	-	-
2. Chesham	388	3 11	-	-	2,147	8 4	-	-	-	-
3. Dunstable	325	2 0	-	-	215	0 7	-	-	-	-
4. Roading and Hatfield	660	19 6	-	-	2,085	0 0	-	-	875 15 0	-
5. St. Albans and Barnet	919	3 5	-	-	540	0 0	-	-	21 18 7	-
6. Sparrow's Herne	159	18 3	-	-	1,755	0 0	-	-	42 5 6	-
7. Stevenage and Biggleswade c	331	10 1	-	-	359	16 8	-	-	426 10 8	-
8. Walsomill	102	0 6	-	-	805	10 0	-	-	-	-
9. Watton	332	7 3	-	-	455	0 0	-	-	-	-
10. Welwyn	210	9 11	-	-	492	5 6	-	-	-	-
£	4,162	11 4	-	-	9,383	5 4	-	-	-	408 9 9
COUNTY OF HUNTINGDON.										
1. Bury and Stratton	31	15 9	-	-	1,297	9 3	-	-	-	-
2. Godmanchester to Cambridge	-	-	296	8 4	705	6 8	-	-	12 0 0	-
3. Godmanchester and Hartford	217	1 6	-	-	1,382	0 0	-	-	25 2 6	-
4. Kimbolton	-	-	169	13 5	537	0 0	252 10 0	-	2 18 6	-
5. Somersham	311	4 11	-	-	892	3 4	-	-	-	-
£	460	2 2	466	1 9	4,713	19 3	252 10 0	-	-	40 1 0

a Including materials, &c.
/ Including contract work.

b Including contract work.
g Including team labour.

c Local Act expired 1st November 1866.
A Including 56s. from sale of disused mill-pond.

EXPENDITURE.										
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of			
							Treasurer.	Clerk.	Surveyor.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
605 6 4	135 18 2	47 16 11	89 15 6	- - -	- - -	13 2 7	- - -	19 0 0	34 0 0	
481 15 7	213 19 5	98 4 6	6 2 0	- - -	30 0 0	48 9 3	- - -	25 0 0	45 0 0	
236 14 3	60 19 0	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	20 0 0	
188 6 4	53 5 0	11 13 6	10 12 1	- - -	- - -	8 14 8	- - -	20 0 0	30 0 0	
733 7 6	86 18 7	67 7 2	72 9 3	- - -	- - -	21 12 5	5 0 0	20 0 0	30 0 0	
119 18 1	- - -	- - -	- - -	- - -	- - -	0 18 7	2 2 0	7 0 0	12 0 0	
413 9 5	180 13 6	15 9 0	- - -	- - -	- - -	21 19 4	10 0 0	25 0 0	25 0 0	
396 6 8	22 5 2	85 18 9	- - -	- - -	- - -	8 9 5	- - -	25 0 0	25 0 0	
869 14 1	293 16 0	23 4 6	385 12 7	- - -	- - -	19 8 4	- - -	90 0 0	54 12 0	
557 0 8	244 5 7	42 8 10	82 10 0	- - -	- - -	53 14 0	- - -	30 0 0	40 0 0	
328 15 10	60 16 0	36 14 0	29 8 8	- - -	- - -	24 8 3	- - -	30 0 0	35 0 0	
468 8 10	93 6 1	144 13 6	- - -	- - -	- - -	12 9 7	2 2 0	15 0 0	- - -	
20,448 2 2	7,871 15 6	1,464 16 4	1,731 11 4	- - -	35 10 10	646 3 9	54 4 0	887 15 0	1,186 2 0	
359 6 8	137 17 4	86 14 8	72 7 4	- - -	- - -	13 2 11	5 0 0	9 12 4	30 0 0	
1,623 17 6	479 4 3	328 5 8	277 12 9	- - -	35 5 0	26 11 3	- - -	25 0 0	100 0 0	
5,346 17 0	4,745 13 11	- - -	- - -	- - -	- - -	153 18 2	- - -	87 10 0	303 6 8	
1,537 4 0	204 10 3	405 14 2	420 18 11	- - -	- - -	11 12 9	- - -	35 0 0	100 0 0	
1,750 18 9	690 6 0	386 1 5	56 13 2	- - -	- - -	28 4 0	- - -	30 0 0	120 0 0	
1,068 10 0	487 13 3	132 1 2	232 1 4	- - -	- - -	10 7 10	- - -	10 0 0	100 0 0	
251 0 0	19 13 6	- - -	- - -	- - -	- - -	0 15 0	- - -	9 9 4	20 0 0	
925 5 11	276 0 6	168 14 9	110 1 6	- - -	- - -	32 1 5	- - -	27 11 2	50 0 0	
2,331 4 0	698 1 2	333 9 4	135 4 6	- - -	- - -	30 15 5	- - -	40 0 0	100 0 0	
225 0 10	32 10 0	29 19 3	14 17 0	- - -	- - -	3 13 5	- - -	10 10 0	20 0 0	
345 10 9	144 8 10	- - -	976 19 0	- - -	2 10 0	10 16 4	- - -	10 0 0	20 0 0	
305 14 10	57 17 7	- - -	939 8 6	- - -	- - -	7 15 9	- - -	10 0 0	15 0 0	
16,070 10 3	7,893 16 7	1,821 0 5	1,436 4 0	- - -	37 15 0	329 14 3	5 0 0	304 12 10	978 6 8	
528 4 3	107 5 2	45 4 4	67 14 5	- - -	12 10 6	21 16 2	- - -	- - -	39 0 0	
2,147 8 4	478 16 0	512 12 6	618 10 0	56 6 0	43 14 0	36 13 11	- - -	60 0 0	130 0 0	
215 0 7	- - -	- - -	- - -	- - -	- - -	6 6 0	10 0 0	15 0 0	- - -	
2,160 15 0	536 15 0	330 11 5	199 12 11	- - -	11 9 10	87 11 8	25 0 0	70 0 0	194 17 0	
561 18 7	76 17 6	- - -	319 7 8	- - -	- - -	27 12 10	20 0 0	20 0 0	- - -	
1,797 5 6	453 0 8	323 7 8	571 10 1	- - -	- - -	104 11 1	- - -	40 0 0	100 0 0	
628 7 4	1617 2 0	25 11 7	26 11 0	- - -	- - -	24 13 4	5 0 0	25 0 0	40 0 0	
805 10 0	336 0 0	- - -	28 15 0	- - -	- - -	107 5 6	- - -	30 0 0	100 0 0	
455 0 0	219 10 10	14 11 0	2 0 0	- - -	7 10 0	47 2 5	- - -	20 0 0	80 0 0	
492 5 6	161 10 6	27 4 4	47 4 8	- - -	- - -	16 18 2	5 5 0	32 0 0	50 0 0	
9,791 15 1	2,986 17 8	1,279 2 10	1,881 5 4	56 6 0	75 4 4	480 11 1	65 5 0	312 0 0	733 17 0	
1,297 9 3	300 16 4	259 13 5	240 9 8	6 16 8	5 6 6	33 18 2	10 0 0	50 0 0	80 0 0	
717 6 8	275 16 11	200 3 11	111 16 2	- - -	- - -	37 4 10	10 0 0	30 0 0	60 0 0	
1,307 2 6	177 6 7	188 19 9	298 2 9	- - -	22 2 10	59 1 5	20 0 0	25 0 0	70 0 0	
792 8 6	538 10 0	- - -	- - -	- - -	3 10 7	22 12 1	15 0 0	7 10 0	45 0 0	
892 3 4	184 0 0	157 12 11	154 4 0	14 2 9	4 5 9	69 14 5	6 6 0	35 0 0	60 0 0	
5,006 10 3	1,416 9 10	806 10 0	804 12 7	20 19 5	35 5 8	223 3 11	61 6 0	147 10 0	315 0 0	

(Continued on page 32.)

d Including proceeds of sale of Trust property. e Including 834l. 13s. 2d. balance paid over to highway boards on the Trust ceasing.
i Including team labour, &c. f Including proceeds of sale of Trust property. g Including 522l. 4s. paid to the highway boards on the Trust ceasing

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE.
COUNTY OF HANTS—cont.							
21. Southampton, North District, and Winchester and Waltham (united)	£ s. d. 8 6 0	£ s. d. - - -	£ s. d. - - -	£ s. d. - - -	£ s. d. a 91 7 3	£ s. d. 20 0 0	£ s. d. 459 6 3
22. Southampton, South District	11 10 8	- - -	- - -	- - -	18 3 1	- - -	496 8 11
23. Stockbridge and Basingstoke	14 1 2	36 8 4	- - -	b 89 5 0	18 17 8	- - -	249 11 2
24. Stockbridge and Winchester	5 5 6	4 0 0	- - -	- - -	19 14 3	- - -	163 5 4
25. Titchfield and Cosham	13 5 5	216 8 8	- - -	c 204 17 0	7 6 6	- - -	745 5 4
26. Whitechurch and Aldermaston	7 15 6	42 4 9	10 0 0	- - -	11 5 0	- - -	93 5 10
27. Whiteparish, Romsey, and South- ampton	10 6 0	58 12 1	- - -	100 0 0	48 17 5	- - -	495 17 4
28. Winchester Road	12 18 0	68 0 0	- - -	- - -	19 8 6	- - -	266 19 16
29. Winchester, Upper District	60 6 6	- - -	8 14 4	- - -	1 15 6	- - -	937 9 5
30. Winchester and Alton, Lower District	- - -	13 10 0	- - -	- - -	18 2 7	- - -	524 11 8
31. Winchester to Newtown River	1 6 2	66 6 4	- - -	e 27 13 8	11 7 6	- - -	323 0 7
32. Winchester and Petersfield	- - -	25 0 0	- - -	b 140 0 0	13 9 8	- - -	446 0 19
£	289 3 7	1,294 7 9	160 1 3	2,084 16 8	812 18 4	20 0 0	18,539 6 4
COUNTY OF HEREFORD.							
1. Blue Mantle Hall	- - -	9 15 10	- - -	- - -	10 11 3	- - -	515 1 8
2. Bromyard	- - -	174 18 11	- - -	f 200 0 0	57 1 10	- - -	1,703 19 8
3. Hereford	- - -	- - -	- - -	- - -	74 9 6	- - -	5,364 18 3
4. Kington	- - -	138 10 7	- - -	- - -	85 4 8	- - -	1,351 11 4
5. Ledbury	- - -	75 17 7	8 15 0	400 0 0	27 1 8	- - -	1,752 18 10
6. Leominster	- - -	- - -	- - -	- - -	29 5 3	- - -	1,001 8 10
7. Leominster and Ledbury	- - -	- - -	- - -	193 17 8	7 4 6	- - -	251 0 0
8. Presteigne	6 8 8	73 3 4	- - -	200 0 0	17 6 10	- - -	961 8 2
9. Ross	10 1 8	150 5 9	- - -	g 690 0 0	7 19 2	- - -	2,195 17 0
10. Whitechurch and Llangarron	6 2 4	26 15 4	- - -	- - -	9 8 10	- - -	153 16 2
11. Whitney and Bredwardine	- - -	50 9 1	- - -	h 99 10 0	21 8 3	- - -	436 1 6
12. Wyeseide	8 8 0	115 7 9	- - -	- - -	8 0 9	- - -	261 18 4
£	31 0 8	815 4 2	8 15 0	1,783 7 8	305 2 6	- - -	15,749 19 3
COUNTY OF HERTFORD.							
1. Baldock and Bournbridge	29 16 0	50 0 0	- - -	- - -	5 4 11	- - -	378 11 6
2. Cheshunt	i 130 6 8	- - -	25 15 0	- - -	57 5 4	- - -	2,149 19 5
3. Dunstable	- - -	6 2 9	- - -	300 0 0	- - -	- - -	337 8 9
4. Reading and Hatfield	h 262 14 4	140 18 9	238 15 4	300 0 0	12 9 6	- - -	2,400 15 9
5. St. Albans and Barnet	- - -	- - -	- - -	150 0 0	3 3 0	- - -	617 0 7
6. Sparrow's Herne	16 4 8	30 14 4	- - -	- - -	22 5 11	- - -	1,661 14 5
7. Stevenage and Biggleswade	30 14 2	- - -	- - -	- - -	7 165 5 4	- - -	939 17 5
8. Wadesmill	- - -	- - -	27 7 3	- - -	20 6 0	- - -	649 13 9
9. Watton	10 1 10	27 10 8	- - -	100 0 0	6 6 0	- - -	534 12 9
10. Welwyn	- - -	74 16 2	- - -	- - -	4 11 6	- - -	419 10 4
£	479 17 8	330 2 8	281 17 7	850 0 0	296 17 6	- - -	10,109 4 8
COUNTY OF HUNTINGDON.							
1. Bury and Stratton	16 10 6	162 15 0	- - -	- - -	22 2 0	- - -	1,188 8 3
2. Godmanchester to Cambridge	- - -	20 8 0	- - -	- - -	35 14 9	- - -	721 4 7
3. Godmanchester and Hartford	- - -	73 14 1	- - -	m 318 10 0	n 101 6 6	- - -	1,354 16 11
4. Kimbolton	10 2 8	86 11 0	- - -	- - -	16 5 0	- - -	745 1 4
5. Somersham	9 6 6	32 16 0	75 11 0	- - -	30 5 11	- - -	833 5 3
£	35 19 8	376 4 1	75 11 0	318 10 0	205 14 2	- - -	4,842 16 4

a Including 70l. 2s. 6d. for lighting.

g For debts of 700l.

h For debts of 100l.

m For debts of 325l.

b For debts of 150l.

i Including 100l. advanced on account of a Chancery suit.

n Including 68l. 5s. to South Division.

c For debts of 250l.

(Continued from page 31.)

DEBTS.						ARREARS OF INCOME.						
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.	
Bonded or Mortgage Debts.	Rate of Inter- est per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1868.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Com- position for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1868.	TOTAL ASSETS.	
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
850 0 0	1d.	-	0 16 1	-	850 16 1	0 3 4	-	-	-	101 18 3	162 1 7	
1,700 0 0	2	-	25 10 0	-	1,725 10 0	-	-	-	-	174 0 10	174 0 10	
100 0 0	4	-	-	-	100 0 0	13 16 8	-	-	-	106 14 5	106 14 5	
8,600 0 0	2½	-	192 7 11	-	8,792 7 11	-	50 0 0	-	-	1 9 0	15 5 8	
1,056 0 0	4	-	62 15 8	-	1,118 15 8	6 10 9	-	-	-	210 8 8	260 8 8	
1,550 0 0	4	-	3 18 0	-	1,553 18 0	-	-	-	-	42 9 5	49 0 2	
d 5,426 6 0	2	-	286 0 0	-	5,712 6 0	90 13 4	-	-	-	7 1 5	7 1 5	
-	-	-	-	-	-	-	-	-	-	495 1 8	585 15 0	
-	-	-	-	-	-	-	-	-	-	163 4 7	163 4 7	
300 0 0	4½	-	-	-	300 0 0	-	-	-	-	75 12 6	75 12 6	
2,075 0 0	3	-	-	1 0 0	2,076 0 0	-	-	-	-	-	-	
1,000 0 0	2½	-	-	-	1,000 0 0	-	32 6 10	-	-	238 18 9	271 5 7	
65,994 18 0	-	263 3 1	8,725 14 9	516 4 11	75,500 0 9	157 19 1	82 6 10	-	25 14 7	4,743 2 8	5,009 3 2	
200 0 0	5	-	-	-	200 0 0	-	-	-	-	177 19 11	177 19 11	
3,700 0 0	4½	30 15 0	-	-	3,730 15 0	-	-	-	-	369 12 5	369 12 5	
2,752 0 0	5	-	-	-	2,752 0 0	-	-	-	-	336 2 0	336 2 0	
1,640 0 0	4	99 15 11	-	-	1,739 15 11	110 0 0	-	27 10 0	-	108 8 10	245 18 10	
1,706 18 7	None	-	-	-	1,706 18 7	-	-	-	-	165 13 0	165 13 0	
1,350 0 0	4	-	-	-	1,350 0 0	-	62 10 0	-	-	167 16 9	230 6 9	
3,300 0 0	4	-	-	-	3,300 0 0	-	-	14 5 0	-	366 0 5	380 5 5	
1,150 0 0	3½	23 5 0	20 14 6	-	1,193 19 6	15 10 0	-	-	-	141 15 1	157 5 1	
1,332 18 5	3½	85 17 11	46 3 5	-	1,484 19 9	-	-	-	-	117 11 3	117 11 3	
2,946 0 0	4	136 6 8	-	-	3,082 6 8	-	-	-	-	48 3 6	48 3 6	
20,097 17 0	-	376 0 6	66 17 11	-	20,540 15 5	125 10 0	62 10 0	41 15 0	-	1,999 3 2	2,228 18 2	
3,400 0 0	2½	-	35 0 0	-	3,435 0 0	-	-	-	-	882 9 3	882 9 3	
3,650 0 0	1d.	250 0 0	-	-	250 0 0	-	-	-	-	385 12 10	385 12 10	
2,850 0 0	4½	-	-	-	2,850 0 0	-	-	-	-	202 13 10	202 13 10	
1,050 0 0	None	-	-	-	1,050 0 0	-	-	-	-	420 18 9	420 18 9	
700 0 0	4½	-	-	-	700 0 0	-	-	-	-	864 1 5	864 1 5	
-	-	-	-	-	-	-	-	-	-	295 9 4	295 9 4	
600 0 0	4	450 0 0	-	-	450 0 0	-	-	-	10 0 0	257 16 9	267 16 9	
1,870 0 0	4	25 0 0	-	-	625 0 0	-	-	-	-	252 14 6	252 14 6	
14,120 0 0	-	725 0 0	35 0 0	-	14,880 0 0	-	-	-	10 0 0	283 5 1	283 5 1	
4,650 0 0	3½	-	-	-	4,650 0 0	-	-	-	-	3,845 1 9	3,855 1 9	
260 0 0	4	-	-	300 6 3	560 6 3	-	-	-	-	-	-	
1,600 0 0	3½	50 0 0	42 0 0	-	1,692 0 0	-	-	-	-	140 16 9	140 16 9	
2,884 19 5	3	-	-	122 6 3	3,007 5 8	-	-	-	-	169 7 1	169 7 1	
820 0 0	4	-	-	-	820 0 0	-	-	-	-	270 3 0	270 3 0	
10,214 19 5	-	50 0 0	42 0 0	422 12 6	10,729 11 11	-	-	-	-	580 6 10	580 6 10	

d Including 226l. 6s. not bearing interest.

* Including costs of opposing a bill in Parliament.

e For debts of 50l.

f For debts of 260l.

! Including 155l. compensation to officers.

1. NAMES OF COUNTIES AND TRUSTS.	2.	3.	INCOME.					
	Balance in Treasurers' Hands on 1st Jan. 1868.	Balance due to the Treasurers on 1st Jan. 1868.	4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.
COUNTY OF KENT.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. Ashford and Ham Street -	134 0 8	- - -	541 19 1	- - -	- - -	- - -	3 10 0	- - -
2. Ashford and Maidstone -	593 9 4	- - -	808 6 2	- - -	- - -	- - -	8 0 0	- - -
3. Benenden -	41 11 5	- - -	185 0 0	37 19 11	- - -	- - -	42 0 0	- - -
4. Bethereden -	86 7 3	- - -	730 0 1	101 8 11	- - -	- - -	6 18 0	- - -
5. Biddenden -	236 19 2	- - -	313 10 0	79 15 6	- - -	- - -	13 0 0	- - -
6. Brandbridges -	516 16 6	- - -	703 7 3	- - -	- - -	- - -	51 19 6	- - -
7. Canterbury and Barham -	112 9 1	- - -	573 12 9	- - -	- - -	- - -	1 0 0	- - -
Canterbury and Ramsgate :—								
8. Second District -	161 0 11	- - -	270 4 1	- - -	- - -	- - -	- - -	- - -
9. Canterbury and Sandwich -	90 11 11	- - -	813 11 11	- - -	- - -	- - -	7 3 0	- - -
10. Dartford and Strood -	101 15 2	- - -	1,035 8 4	- - -	- - -	- - -	39 0 0	- - -
11. Dover to Barham Downs -	294 17 11	- - -	576 4 1	- - -	- - -	- - -	- - -	- - -
12. Dover and Sandgate -	63 9 1	- - -	715 5 4	- - -	- - -	- - -	35 17 4	- - -
13. Dover to Sandwich, through Deal -	2 2 7	- - -	1,058 0 0	- - -	- - -	- - -	1 0 0	- - -
14. Dover to Sandwich, through Wal-								
dershare -	200 4 9	- - -	394 13 1	- - -	- - -	- - -	- - -	- - -
15. Faversham, Hythe, and Canterbury -	823 12 3	- - -	1,538 7 9	- - -	- - -	- - -	30 14 6	- - -
16. Folkestone and Barham -	95 16 7	- - -	331 5 1	116 15 5	- - -	- - -	- - -	- - -
17. Goudhurst -	62 0 7	- - -	212 10 0	35 0 0	- - -	- - -	- - -	- - -
18. Goudhurst, Gore, and Stilebridge -	188 4 3	- - -	410 17 4	8 0 0	- - -	- - -	8 10 0	- - -
19. Gravesend and Wrotham -	193 14 3	- - -	502 16 8	125 0 10	- - -	- - -	34 1 6	- - -
20. Greenwich and Woolwich, Lower								
Road -	709 14 6	- - -	1,351 13 4	294 13 4	- - -	- - -	- - -	- - -
21. Hawkhurst Junction -	- - -	- - -	148 0 0	- - -	- - -	- - -	- - -	- - -
22. Herne Bay -	86 10 0	- - -	412 0 0	- - -	- - -	- - -	- - -	- - -
23. Kipping's Cross and Flimwell -	281 8 7	- - -	385 0 0	- - -	- - -	- - -	- - -	- - -
24. Kipping's Cross and Wilsley Green -	341 10 9	- - -	394 13 4	- - -	- - -	- - -	501 19 3	- - -
25. Maidstone and Biddenden -	107 1 6	- - -	769 11 5	86 0 10	- - -	0 19 0	- - -	- - -
26. Malling and Strood -	226 9 5	- - -	586 16 10	- - -	- - -	- - -	- - -	- - -
27. Sandwich, Margate, and Ramsgate -	309 4 3	- - -	630 15 10	- - -	- - -	- - -	- - -	- - -
28. Sevenoaks -	368 12 4	- - -	305 6 8	- - -	- - -	- - -	35 13 6	- - -
29. Stockershead to Bagham's Cross -	74 19 4	- - -	90 0 0	46 18 9	- - -	- - -	- - -	- - -
30. Tenterden -	92 8 0	- - -	943 10 0	55 3 6	- - -	1 5 0	4 0 0	- - -
31. Tonbridge -	529 14 11	- - -	1,108 0 0	- - -	- - -	- - -	128 13 0	- - -
32. Tonbridge and Ightham -	23 16 7	- - -	226 18 4	60 0 0	- - -	- - -	4 16 6	- - -
33. Tonbridge and Maidstone -	- - -	115 4 0	767 11 8	- - -	- - -	- - -	68 5 0	- - -
34. Wadhurst and West Farleigh -	357 12 0	- - -	489 3 9	9 0 0	- - -	- - -	10 0 0	- - -
35. Whitstable -	212 5 11	- - -	259 2 2	- - -	- - -	- - -	36 1 0	- - -
36. Woodchurch -	56 5 6	- - -	212 10 2	115 18 11	- - -	- - -	3 16 6	- - -
37. Wrotham Heath -	328 3 7	- - -	558 1 2	- - -	- - -	0 10 0	17 1 0	- - -
38. Wrotham and Maidstone -	451 11 4	- - -	1,300 0 0	- - -	- - -	- - -	43 8 0	- - -
£	8,556 12 2	115 4 0	22,653 13 8	1,171 15 11	- - -	2 14 0	1,136 7 7	- - -
COUNTY OF LANCASTER.								
1. Adlington and Westhoughton -	190 1 0	- - -	326 0 0	- - -	- - -	0 13 9	6 5 9	- - -
2. Barton Bridge and Moses Gate -	- - -	200 17 5	1,543 6 8	- - -	- - -	- - -	0 6 8	- - -
3. Barton Bridge and Stretford -	90 3 8	- - -	249 0 0	- - -	- - -	- - -	4 15 3	- - -
4. Blackburn to Addingham and								
Cocking End -	1,935 0 0	- - -	4,687 17 0	- - -	- - -	- - -	38 15 0	- - -
5. Blackburn and Preston -	535 16 3	- - -	1,050 0 0	366 0 0	- - -	- - -	5 0 7	- - -
6. Blackburn to Walton Cop -	374 13 3	- - -	1,007 2 7	- - -	- - -	- - -	6 0 4	- - -
7. Bolton and Blackburn -	201 16 5	- - -	1,746 5 7	- - -	- - -	0 11 3	3 11 4	- - -
8. Bolton and Nightingales -	1,498 8 2	- - -	2,300 0 0	- - -	- - -	0 19 0	27 18 2	- - -
9. Bolton and St. Helen's -	154 13 4	- - -	1,562 8 4	83 17 0	- - -	1 10 3	5 0 9	- - -
10. Bolton and Westhoughton -	90 10 5	- - -	346 12 0	- - -	- - -	0 10 0	0 9 10	- - -
11. Burnley to Edenfield Chapel -	208 8 10	- - -	1,865 17 8	- - -	- - -	- - -	138 15 4	- - -
12. Bury to Blackburn, Whalley, &c. -	76 4 5	- - -	5,173 8 1	15 3 0	- - -	- - -	143 7 3	- - -
13. Bury and Bolton -	170 18 9	- - -	942 15 0	- - -	- - -	- - -	4 15 8	- - -
14. Clitheroe to Blackburn and Mellor								
Brook -	22 0 1	- - -	1,200 0 0	- - -	- - -	- - -	4 17 8	- - -
15. Crossford Bridge and Manchester -	214 4 2	- - -	2,200 0 0	- - -	- - -	- - -	30 15 1	- - -
16. Dryclough, Shaw, and Rochdale -	613 15 10	- - -	1,226 0 0	- - -	- - -	0 6 0	35 16 3	- - -
17. Edenfield Chapel to Little Bolton -	1,034 14 0	- - -	2,081 4 3	18 0 0	- - -	0 2 6	22 10 3	- - -
a Including 5 <i>l</i> . 5 <i>s</i> . gratuity.								
b Including contract work.								
c For 2 years.								
d The Local Act was								
e Including payments to parishes.								
f Including payments to townships.								
g To accountants.								

EXPENDITURE.										
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of			
							Treasurer.	Clerk.	Surveyor.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. 545 9 1	56 9 1	128 0 4	86 3 8	- - -	17 1 6	37 1 4	a 10 10 0	5 5 0	20 0 0	
2. 816 6 2	166 6 4	94 9 2	370 5 6	- - -	8 19 0	69 8 0	12 0 0	10 0 0	50 0 0	
3. 264 19 11	21 15 0	29 2 6	16 0 0	- - -	- - -	7 10 2	- - -	10 0 0	-	
4. 838 7 0	96 2 4	175 8 9	216 17 1	- - -	42 17 10	35 8 8	5 0 0	10 0 0	30 0 0	
5. 406 5 6	88 18 6	71 15 0	54 13 1	- - -	- - -	15 7 8	7 0 0	10 10 0	20 0 0	
6. 755 6 9	170 5 6	168 19 2	40 17 8	- - -	- - -	59 11 3	6 0 0	10 0 0	-	
7. 574 12 9	68 15 3	19 14 6	9 6 0	- - -	- - -	9 9 11	- - -	20 0 0	45 0 0	
8. 270 4 1	- - -	- - -	- - -	- - -	- - -	2 11 0	- - -	15 0 0	-	
9. 820 14 11	77 12 11	1 10 0	166 3 6	- - -	2 0 0	25 5 10	- - -	25 0 0	40 0 0	
10. 1,074 8 4	156 5 6	12 19 6	608 15 10	- - -	- - -	33 8 1	- - -	45 0 0	77 10 0	
11. 576 4 1	b 249 9 1	96 13 0	30 9 9	- - -	- - -	12 1 1	10 0 0	20 0 0	65 0 0	
12. 751 2 8	b 302 0 0	91 0 1	211 4 3	- - -	- - -	17 6 8	c 20 0 0	30 0 0	30 0 0	
13. 1,059 0 0	219 2 0	309 0 10	186 8 6	- - -	- - -	43 11 1	10 0 0	20 0 0	54 12 0	
14. 894 13 1	35 6 3	19 0 6	94 19 0	- - -	- - -	9 4 3	- - -	10 0 0	25 0 0	
15. 1,569 2 3	242 6 11	148 12 1	464 12 1	- - -	22 1 3	163 18 10	- - -	30 0 0	90 0 0	
16. 448 0 6	59 12 6	78 14 0	20 18 0	- - -	- - -	2 0 5	- - -	16 9 4	16 9 4	
17. 247 10 0	31 16 11	65 14 9	43 13 6	- - -	- - -	17 6 8	5 0 0	10 0 0	22 8 9	
18. 427 7 4	88 19 2	9 19 4	33 15 9	- - -	- - -	16 12 6	- - -	10 10 0	5 0 0	
19. 661 19 0	81 18 6	2 5 0	222 17 4	- - -	- - -	67 18 3	- - -	20 0 0	20 0 0	
20. 1,646 6 8	252 19 3	268 10 0	290 10 3	- - -	- - -	5 10 9	- - -	30 0 0	35 0 0	
21. 148 0 0	22 13 9	45 14 4	36 5 3	- - -	- - -	80 8 11	- - -	10 0 0	2 12 0	
22. 412 0 0	44 10 10	6 0 9	101 1 3	- - -	- - -	5 6 1	- - -	25 0 0	30 0 0	
23. 385 0 0	- - -	- - -	- - -	- - -	- - -	43 2 1	10 0 0	15 0 0	-	
24. 896 12 7	224 16 4	681 16 11	171 19 3	- - -	- - -	43 11 9	c 10 0 0	c 16 16 0	-	
25. 856 11 3	136 3 11	143 13 0	66 18 9	- - -	- - -	23 12 6	10 0 0	10 0 0	25 0 0	
26. 586 16 10	132 5 4	- - -	93 4 10	- - -	- - -	50 13 4	- - -	31 10 0	30 0 0	
27. 630 15 10	157 8 5	127 4 2	189 11 3	- - -	- - -	38 1 9	15 0 0	15 0 0	30 0 0	
28. 341 0 2	196 12 5	91 8 9	40 18 0	- - -	- - -	18 4 3	20 0 0	42 0 0	60 0 0	
29. 136 18 9	43 1 10	7 15 6	25 16 5	- - -	- - -	4 11 9	3 0 0	10 10 0	10 0 0	
30. 1,003 18 6	152 0 2	222 19 1	157 1 8	- - -	12 6 6	49 17 8	- - -	25 0 0	40 0 0	
31. 1,236 13 0	290 2 10	644 16 3	403 4 6	- - -	- - -	29 0 0	- - -	80 0 0	70 0 0	
32. 291 14 10	37 14 10	28 19 11	29 3 11	- - -	- - -	9 2 7	- - -	- - -	20 0 0	
33. 835 16 8	306 12 7	312 9 8	147 16 3	- - -	- - -	18 14 8	5 0 0	20 0 0	51 0 3	
34. 508 3 9	f 116 19 0	5 15 0	1 3 0	- - -	- - -	13 6 4	10 0 0	10 10 0	-	
35. 295 3 2	85 1 4	100 9 7	23 12 6	- - -	- - -	18 10 3	- - -	15 0 0	30 0 0	
36. 332 5 7	34 18 0	59 8 10	43 14 3	- - -	- - -	6 18 5	10 0 0	10 0 0	10 0 0	
37. 575 12 2	266 10 5	156 12 11	45 19 11	- - -	- - -	18 11 4	10 0 0	42 0 0	40 0 0	
38. 1,343 8 0	431 1 6	- - -	513 19 1	- - -	- - -	30 19 5	- - -	75 0 0	100 0 0	
24,964 11 2	5,144 14 6	4,421 13 2	5,260 0 10	- - -	105 6 1	1,153 5 6	188 10 0	811 0 4	1,194 12 4	
1. 332 19 6	- - -	- - -	- - -	- - -	- - -	19 9 3	5 0 0	10 0 0	-	
2. 1,543 13 4	g 972 16 8	54 13 6	462 8 3	- - -	- - -	117 19 8	36 5 0	36 0 0	50 0 0	
3. 253 15 3	37 19 2	11 4 6	23 12 3	- - -	- - -	15 3 6	- - -	- - -	10 0 0	
4. 4,726 12 0	806 6 4	179 11 9	650 13 9	- - -	24 12 9	86 8 2	h 30 0 0	40 0 0	155 0 0	
5. 1,421 0 7	156 19 3	5 17 9	103 7 8	- - -	4 0 0	4 3 10	20 0 0	7 6 4	25 0 0	
6. 1,013 2 11	b 264 17 8	55 8 8	227 4 7	- - -	- - -	4 7 1	10 0 0	30 0 0	30 0 0	
7. 1,750 8 2	- - -	- - -	- - -	- - -	- - -	- - -	- - -	80 0 0	30 0 0	
8. 2,328 17 2	i 500 0 0	- - -	- - -	- - -	- - -	68 19 11	- - -	30 0 0	-	
9. 1,652 16 4	334 8 9	88 19 4	121 10 1	- - -	- - -	38 4 2	- - -	22 0 0	80 0 0	
10. 347 11 10	100 15 11	34 2 8	45 2 5	- - -	- - -	28 2 8	- - -	20 0 0	20 0 0	
11. 2,004 13 0	590 9 7	243 0 2	726 1 3	- - -	- - -	56 12 6	h 15 0 0	21 0 0	80 0 0	
12. 5,331 18 4	1,466 9 4	555 8 7	1,026 15 1	94 5 10	- - -	255 18 8	k 5 3 3	100 0 0	200 0 0	
13. 947 10 8	- - -	- - -	- - -	- - -	- - -	8 15 0	- - -	26 5 0	20 0 0	
14. 1,204 17 8	154 11 5	103 8 2	77 6 6	- - -	- - -	15 0 10	- - -	20 0 0	40 0 0	
15. 2,230 15 1	576 0 4	171 8 0	965 14 2	- - -	- - -	206 17 6	- - -	- - -	127 13 10	
16. 1,262 2 3	- - -	- - -	- - -	- - -	- - -	40 13 9	- - -	140 0 0	10 0 0	
17. 2,121 17 0	0 17 4	0 3 9	- - -	- - -	- - -	30 11 7	- - -	45 0 0	40 0 0	

(Continued on page 36.)

repealed on the 31st December 1868. e Including 350*l.* from sale of toll-houses, &c., and 134*l.* 9*s.* 3*d.* deficiency made good by the Trustees. f Allowance to townships. g To bankers for commission. h For 1½ year.

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
COUNTY OF KENT.							
1. Ashford and Ham Street - - -	- - -	64 7 0	10 0 0	a 97 0 0	6 1 2	- - -	537 19 1
2. Ashford and Maidstone - - -	- - -	- - -	- - -	- - -	2 11 3	- - -	783 19 3
3. Benenden - - -	6 11 6	20 2 8	- - -	b 100 0 0	1 1 9	- - -	212 3 2
4. Bethersden - - -	17 0 2	82 12 9	- - -	a 60 0 0	9 0 6	- - -	780 8 1
5. Biddenden - - -	2 2 0	64 10 5	20 12 10	c 136 0 0	4 15 10	- - -	496 5 4
6. Brandbridges - - -	- - -	209 7 11	- - -	d 267 0 0	- - -	- - -	932 1 6
7. Canterbury and Barham - - -	8 2 10	72 11 1	- - -	e 346 0 0	1 0 0	- - -	599 19 7
Canterbury and Ramsgate:—							
3. Second District - - -	11 7 10	35 5 4	- - -	- - -	1 18 10	- - -	66 3 1
3. Canterbury and Sandwich - - -	10 3 0	80 0 8	- - -	f 346 0 0	4 18 9	- - -	778 14 1
2. Dartford and Strood - - -	22 11 5	37 1 5	- - -	150 0 0	23 6 8	- - -	1,166 18 5
1. Dover to Barham Downs - - -	21 10 3	- - -	326 14 2	- - -	11 11 7	- - -	843 8 11
2. Dover and Sandgate - - -	- - -	55 9 0	- - -	- - -	33 13 0	- - -	790 12 0
3. Dover to Sandwich, through Deal	17 14 0	42 17 2	- - -	50 0 0	11 12 1	- - -	964 17 3
4. Dover to Sandwich, through Wal-							
dershare - - -	20 10 10	69 17 5	- - -	50 0 0	32 6 0	- - -	366 4 3
5. Faversham, Hythe, and Canterbury	74 12 7	57 15 2	- - -	g 599 5 0	39 18 0	- - -	1,933 1 11
5. Folkestone and Barham - - -	32 4 9	59 18 8	- - -	h 100 0 0	7 1 4	- - -	393 3 4
7. Goudhurst - - -	9 1 7	57 0 8	- - -	- - -	9 2 2	- - -	271 5 0
3. Goudhurst, Gore, and Stilebridge -	4 15 0	23 5 0	- - -	150 0 0	12 4 0	- - -	355 0 9
3. Gravesend and Wrotham - - -	8 19 2	77 3 4	- - -	d 121 17 5	7 5 9	- - -	630 4 9
3. Greenwich and Woolwich, Lower							
Road - - -	10 10 0	43 2 1	- - -	400 0 0	96 13 11	- - -	1,432 16 3
1. Hawkhurst Junction - - -	- - -	- - -	- - -	- - -	14 6 0	- - -	212 0 3
2. Herne Bay - - -	8 15 4	45 6 9	- - -	a 87 0 0	17 6 6	- - -	370 7 6
3. Kipping's Cross and Flimwell - - -	8 1 8	107 17 0	- - -	i 260 0 0	8 8 7	- - -	452 9 4
4. Kipping's Cross and Wilsley Green	51 6 11	- - -	- - -	- - -	37 16 2	- - -	1,238 3 4
5. Maidstone and Biddenden - - -	- - -	309 6 11	- - -	k 107 0 0	12 6 2	- - -	844 1 3
5. Malling and Strood - - -	- - -	12 0 0	- - -	- - -	- - -	- - -	349 13 6
7. Sandwich, Margate, and Ramsgate	29 17 1	58 15 8	- - -	- - -	6 17 10	- - -	667 16 2
3. Sevenoaks - - -	- - -	- - -	- - -	- - -	2 3 0	- - -	471 6 5
3. Stockershead to Bagham's Cross -	2 2 0	- - -	- - -	l 40 0 0	3 6 0	- - -	150 3 6
3. Tenterden - - -	2 8 11	157 19 0	- - -	m 112 0 0	23 7 6	- - -	955 0 6
1. Tonbridge - - -	14 14 0	- - -	- - -	- - -	25 5 2	- - -	1,557 2 9
2. Tonbridge and Ightham - - -	20 2 0	- - -	- - -	- - -	5 6 6	- - -	145 9 9
3. Tonbridge and Maidstone - - -	9 17 0	- - -	- - -	- - -	16 12 2	- - -	888 2 7
4. Wadhurst and West Farleigh - - -	5 11 0	57 13 6	- - -	e 311 10 0	10 9 3	- - -	542 17 1
5. Whitstable - - -	13 13 0	- - -	- - -	- - -	22 19 2	- - -	309 5 4
3. Woodchurch - - -	- - -	46 19 10	- - -	d 89 10 0	5 6 1	- - -	316 15 3
7. Wrotham Heath - - -	- - -	- - -	- - -	- - -	2 3 0	- - -	581 17 7
3. Wrotham and Maidstone - - -	- - -	- - -	- - -	- - -	2 0 0	- - -	1,153 0 0
£	444 5 10	1,948 1 5	357 7 0	3,980 2 5	532 1 8	- - -	25,541 1 1
COUNTY OF LANCASTER.							
1. Adlington and Westhoughton - - -	- - -	38 5 11	- - -	400 0 0	2 17 4	- - -	475 12 6
2. Barton Bridge and Moses Gate - - -	- - -	22 0 8	- - -	- - -	83 2 0	- - -	1,834 15 9
3. Barton Bridge and Stretford - - -	14 17 4	68 11 7	- - -	50 0 0	13 6 1	- - -	244 14 5
4. Blackburn to Addingham and							
Cocking End - - -	39 9 4	385 16 9	- - -	n 1,935 0 0	19 16 7	- - -	4,352 15 5
5. Blackburn and Preston - - -	- - -	310 16 1	- - -	450 0 0	1 19 1	- - -	1,089 10 9
6. Blackburn to Walton Cop - - -	2 10 7	186 18 11	- - -	- - -	16 7 2	- - -	827 9 8
7. Bolton and Blackburn - - -	11 11 0	475 13 2	- - -	p 1,046 11 8	10 0 0	- - -	1,653 15 10
8. Bolton and Nightingales - - -	- - -	332 13 4	- - -	q 1,500 0 0	23 5 3	- - -	2,454 18 6
9. Bolton and St. Helen's - - -	84 19 7	144 9 3	- - -	r 850 0 0	- - -	- - -	1,764 11 2
0. Bolton and Westhoughton - - -	10 16 4	68 7 6	- - -	- - -	4 10 2	- - -	351 17 8
1. Burnley to Edenfield Chapel - - -	31 10 0	134 17 5	- - -	200 0 0	9 16 7	- - -	2,108 7 6
2. Bury to Blackburn, Whalley, &c. -	30 0 0	225 14 7	854 7 9	- - -	212 3 5	- - -	5,096 6 6
3. Bury and Bolton - - -	- - -	197 0 8	- - -	t 600 0 0	- - -	- - -	853 0 8
4. Clitheroe to Blackburn and Mellor							
Brook - - -	- - -	574 17 0	- - -	u 195 0 0	31 0 6	- - -	1,211 4 5
5. Crossford Bridge and Manchester -	42 0 0	- - -	- - -	- - -	x 378 5 8	- - -	2,467 19 6
6. Dryclough, Shaw, and Rochdale -	44 17 11	994 16 2	- - -	- - -	28 13 8	- - -	1,159 1 6
7. Edenfield Chapel to Little Bolton -	1 10 4	356 19 0	- - -	z 1,900 0 0	32 19 4	- - -	2,406 1 4
a For debts of 100l.	b For debts of 120l.	c For debts of 200l.	d For debts of 300l.	e For debts of 400l.			
f For debts of 178l.	g For debts of 325l.	h For debts of 140l.	i For debts of 1,940l.	j For debts of 90l. 11s. 2d. rents, and 193l. 2s. 8d. for watering.			
k For debts of 200l. at 4 per cent.	l For debts of 974l. 4s. 0d.	m For debts of 300l.	n For debts of 300l.	o For debts of 300l.			

DEBTS.						ARREARS OF INCOME					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1868.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1868.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1,600 0 0	4	-	-	-	1,600 0 0	-	-	-	-	141 10 8	141 10 8
460 0 0	4	3 0 0	-	-	463 0 0	-	-	-	-	625 16 3	625 16 3
2,503 13 11	3	-	37 11 0	-	2,541 4 11	-	-	-	-	94 7 9	94 7 9
1,802 10 0	3	-	-	-	1,802 10 0	-	-	-	-	144 6 2	144 6 2
5,746 9 6	3½	-	213 19 9	-	5,960 9 3	-	-	-	-	146 19 4	146 19 4
2,500 0 0	4½	16 19 10	121 3 4	-	2,638 3 2	-	-	-	-	340 1 9	340 1 9
2,300 0 0	2	-	65 0 0	-	2,365 0 0	-	-	-	-	87 2 3	87 2 3
1,600 0 0	4	35 14 9	3 18 0	-	1,639 12 9	76 9 4	-	-	-	365 2 0	365 2 0
450 0 0	5 & 4½	132 0 11	-	-	582 0 11	90 16 8	-	-	-	132 12 2	209 1 6
1,989 16 0	3	81 13 6	23 2 1	-	2,094 11 7	-	-	11 0 6	-	9 5 1	100 1 9
983 0 0	5	-	468 11 11	-	1,451 11 11	-	-	-	79 14 1	27 13 1	27 13 1
1,400 0 0	3	35 1 3	50 10 0	-	1,485 11 3	35 2 8	-	-	-	23 18 9	34 19 3
750 0 0	4	-	-	-	750 0 0	-	-	-	-	96 4 11	175 19 0
3,803 10 10	1½	-	-	-	3,803 10 10	23 3 4	-	-	-	228 13 7	263 16 3
1,950 0 0	3	90 13 11	-	-	2,040 13 11	-	-	-	-	459 12 7	459 12 7
700 0 0	3	73 2 3	-	-	778 2 3	-	-	-	-	150 13 9	173 17 1
4,600 0 0	2	-	333 0 0	-	4,933 0 0	-	-	-	-	38 5 7	38 5 7
1,194 3 2	2½ & 3½	248 4 4	17 10 7	-	1,459 18 1	-	86 13 4	-	-	260 10 10	260 10 10
16,250 0 0	5	502 2 10	20,216 14 6	64 0 3	37,032 17 7	-	-	-	-	225 8 6	225 8 6
1,450 0 0	3	-	-	-	1,450 0 0	-	-	-	-	923 4 11	1,009 18 3
5,180 10 0	2	13 18 0	-	-	5,194 8 0	-	-	-	-	128 2 6	128 2 6
8,543 10 0	4	-	275 6 3	-	8,818 16 3	-	-	-	-	213 19 3	213 19 3
2,520 0 0	2	-	254 4 0	-	2,774 4 0	-	-	-	-	119 11 6	119 11 6
1,400 0 0	4	-	46 10 0	-	1,446 10 0	-	-	-	-	463 12 9	463 12 9
975 0 0	1d.	-	-	-	975 0 0	-	-	-	-	272 3 11	272 3 11
5,125 0 0	3	20 0 0	-	-	5,145 0 0	-	11 0 7	-	-	238 6 1	258 6 1
4,862 10 0	None	-	-	-	4,862 10 0	65 10 0	-	0 15 0	-	61 14 7	61 14 7
1,950 0 0	2½	45 3 8	-	167 9 11	1,995 3 8	-	-	-	-	141 6 0	152 6 7
2,149 14 11	2	-	-	-	2,149 14 11	-	-	-	-	209 5 2	209 5 2
-	-	401 2 6	-	-	401 2 6	-	-	-	-	170 1 8	236 6 8
86,739 8 4	-	1,698 17 9	22,127 1 5	231 10 2	110,796 17 8	291 2 0	97 13 11	46 2 6	79 14 1	322 18 8	322 18 8
-	-	-	-	-	-	-	-	-	-	198 3 3	198 3 3
-	-	-	-	-	-	-	-	-	-	71 15 8	71 15 8
-	-	-	-	-	-	-	-	-	-	321 18 2	336 5 2
-	-	-	-	-	-	-	-	-	-	641 19 4	641 19 4
1,450 0 0	2	-	7 0 0	-	1,457 0 0	-	-	-	-	47 8 0	47 8 0
500 0 0	4½	-	18 4 0	491 19 10	1,010 3 10	-	-	-	-	-	-
1,400 0 0	5	25 1 0	-	-	1,425 1 0	-	-	-	-	99 4 6	99 4 6
7,526 13 4	4	-	132 13 1	-	7,659 6 5	-	-	-	-	2,308 16 7	2,308 16 7
16,158 2 6	2	-	170 17 3	-	16,328 19 9	-	-	-	-	867 6 10	867 6 10
7,406 10 0	3	78 10 7	328 4 10	-	7,813 5 5	-	78 15 0	-	-	560 6 6	639 1 6
13,005 0 0	3½	1 11 6	26 0 7	-	13,032 12 1	-	-	-	-	298 8 9	298 8 9
10,161 10 0	3	-	-	-	10,161 10 0	-	-	-	-	1,372 6 10	1,372 6 10
2,630 4 8	4	31 13 0	-	-	2,661 17 8	-	-	-	-	42 18 6	42 18 6
1,370 0 0	5	5 0 8	-	-	1,375 0 8	-	-	-	-	106 4 7	106 4 7
2,180 0 0	5	-	24 0 0	-	2,204 0 0	-	-	-	-	104 14 4	104 14 4
4,000 0 0	5	-	-	-	4,000 0 0	-	-	2 5 8	-	381 16 3	384 1 11
8,646 15 3	2	-	36 0 0	-	8,682 15 3	-	-	-	-	266 8 9	266 8 9
11,550 0 0	5	-	29 7 11	-	11,579 7 11	-	-	-	-	15 13 4	15 13 4
-	-	-	-	23 0 3	23 0 3	-	-	-	-	-	-
20,174 10 0	y 5	59 16 1	392 14 10	-	20,627 0 11	-	-	-	-	716 16 7	716 16 7
9,887 15 1	3½	-	322 16 1	-	10,210 11 2	-	-	-	260 14 7	748 9 8	1,009 4 3

f For debts of 850l.

g For debts of 600l.

h For debts of 333l. 6s. 8d.

i For debts of 500l.

o Including 800l. at 5 per cent.

p For debts of 1,102l. 11s. 3d.

q For debts of 1,666l. 13s. 4d.

r For debts of 881l. 0s. 2d.

y Under new Act to be reduced to 2 per cent. after one year.

z For debts of 1,987l. 17s. 1d.

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

1. NAMES OF COUNTIES AND TRUSTS.	2.		3.		INCOME.					
	Balance in Treasurers' Hands on 1st Jan. 1868.		Balance due to the Treasurers on 1st Jan. 1868.		4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.
COUNTY OF LANCASTER—cont.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
18. Elton and Blackburn - -	165	17 8	-	- -	640	0 0	-	- -	4	5 11
19. Finnington and Chorley - -	-	- -	127	3 9	286	4 4	96	17 1	6	1 3
20. Garstang and Heiring-syke - -	316	2 11	-	- -	545	10 0	-	- -	1	13 11
21. Haslingden and Todmorden - -	541	0 1	-	- -	3,742	0 10	30	0 0	2	17 6
22. Hulton - -	138	1 3	-	- -	750	16 8	-	- -	2	3 6
23. Ince, Hindley, and Westhoughton - -	212	17 1	-	- -	650	1 8	-	- -	-	- -
24. Kirkby Kendal and Kirkby Ireleth - -	233	17 5	-	- -	380	0 0	-	- -	-	- -
25. Liverpool, Prescot, Ashton, and Warrington - -	1,408	15 6	-	- -	5,161	11 1	-	- -	24	12 6
26. Liverpool and Preston - -	153	0 5	-	- -	3,682	0 8	-	- -	14	10 11
27. Livesey Branch - -	119	13 7	-	- -	52	0 0	-	- -	-	- -
28. Manchester and Ashton-under- Lyne New Road - -	446	6 3	-	- -	733	6 8	-	- -	-	- -
29. Manchester and Bury New Road - -	421	3 3	-	- -	1,900	0 0	-	- -	-	- -
30. Manchester, Oldham, and Anster- lands - -	918	18 5	-	- -	3,372	1 8	-	- -	-	- -
31. Manchester to Rochdale, &c., Manchester District - -	325	7 9	-	- -	1,120	0 0	-	- -	-	- -
32. Manchester and Saltersbrook - -	-	- -	44	3 6	3,348	0 0	-	- -	-	- -
33. Mather Fold - -	27	14 1	-	- -	71	10 4	-	- -	-	- -
34. Moses Gate District - -	327	14 3	-	- -	1,478	6 8	-	- -	-	- -
35. Ditto, Ringley District - -	1,879	11 6	-	- -	495	17 4	-	- -	-	- -
36. Oldham and Ripponden - -	296	10 6	-	- -	763	0 0	-	- -	0	2 6
37. Pendleton Roads - -	1,307	10 5	-	- -	8,100	15 10	-	- -	-	- -
38. Penwortham and Wrightington - -	142	8 8	-	- -	1,125	0 0	-	- -	-	- -
39. Preston and Garstang - -	426	3 11	-	- -	1,040	0 0	-	- -	-	- -
40. Prestwich, Bury, and Radcliffe - -	1,362	14 1	-	- -	2,218	11 6	-	- -	-	- -
41. Radcliffe - -	464	9 3	-	- -	958	6 8	-	- -	-	- -
42. Ridghill and Lanes, and Holehouse - -	-	- -	149	0 6	605	0 0	371	19 10	-	- -
43. Rochdale and Burnley - -	1,451	3 0	-	- -	4,486	10 4	-	- -	3	19 9
44. Rochdale and Edenfield - -	-	- -	42	3 0	650	0 0	-	- -	-	- -
45. Rochdale Lane-end to Land's-end in Heaton - -	310	10 9	-	- -	373	10 6	-	- -	-	- -
46. Rochdale and Manchester - -	573	17 9	-	- -	3,450	0 0	-	- -	-	- -
47. Sharples and Hoghton - -	2,188	2 7	-	- -	329	13 3	-	- -	0	1 3
48. Standedge and Oldham - -	182	18 11	-	- -	563	0 0	-	- -	-	- -
49. Ditto, Dobcross Road - -	-	- -	0	1 6	30	5 11	-	- -	-	- -
50. Ditto, Delph Road - -	4	18 11	-	- -	26	2 1	-	- -	-	- -
51. Sudden Bridge to Bury - -	569	5 3	-	- -	1,051	3 6	30	0 0	-	- -
52. Ulverstone, Milnthorpe, and Lan- caster - -	570	12 4	-	- -	741	1 0	-	- -	-	- -
53. Warrington to Lower Irlam - -	218	14 0	-	- -	168	0 0	-	- -	-	- -
54. Warrington and Wigan - -	652	12 5	-	- -	708	16 8	-	- -	0	4 9
55. Wigan and Preston, North of Yarrow - -	229	7 8	-	- -	940	0 0	-	- -	-	- -
£	25,899	10 5	563	9 8	86,246	2 4	1,011	16 11	53	5 5
									2,940	4 10
										120 0 0
COUNTY OF LEICESTER.										
1. Ashby-de-la-Zouch - -	915	4 1	-	- -	1,200	15 0	-	- -	3	19 6
2. Bridgeford Lane and Kettering (South Part of Northern Di- vision) - -	114	6 4	-	- -	482	14 11	-	- -	-	- -
3. Burton Bridge to Market Bosworth - -	2,005	18 9	-	- -	715	0 0	-	- -	-	- -
4. Desford - -	137	12 1	-	- -	320	5 0	-	- -	-	- -
5. Hinckley and Lutterworth - -	252	11 0	-	- -	481	10 0	-	- -	-	- -
6. Hinckley and Melbourne - -	233	18 8	-	- -	867	15 0	-	- -	-	- -
7. Hinckley and Narborough - -	222	12 1	-	- -	1,185	9 1	-	- -	0	14 0
8. Hinckley and Narborough (through Sapcote) - -	-	- -	-	- -	110	0 0	-	- -	-	- -
9. Leicester and Lutterworth - -	156	15 6	-	- -	628	15 0	-	- -	-	- -
10. Leicester and Peterborough, Lei- cester District - -	624	13 1	-	- -	1,358	10 0	-	- -	1	16 6
11. Leicester and Welford - -	334	16 0	-	- -	808	0 0	-	- -	-	- -
12. Loughborough to Ashby-de-la- Zouch, &c., and Loughborough to Cavendish Bridge (united) - -	-	- -	40	16 4	1,369	0 0	-	- -	-	- -

a Including materials.

A Subscribed to complete the road.

b Including 90l. 18s. 10d. from Ringley branch.

i Including 100l. 3s. 6d. from the Southern Division, and 8l. 2s. 5d. from Northern Division.

c For 2 years.

EXPENDITURE.										
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	
TOTAL INCOME.	Annual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Treasurer.	Clerk.	Surveyor.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
18. 644 5 11	- - -	- - -	- - -	- - -	- - -	- - -	5 0 0	15 0 0	20 0 0	
19. 389 2 8	a 152 2 2	- - -	- - -	- - -	- - -	3 12 0	- - -	- - -	10 0 0	
20. 547 3 11	- - -	- - -	- - -	- - -	- - -	18 15 3	10 0 0	10 10 0	5 5 0	
21. 3,947 19 9	987 3 5	277 15 5	709 17 4	- - -	15 0 0	100 9 6	25 0 0	5 5 0	120 0 0	
22. 753 14 10	417 0 9	136 16 1	275 6 11	- - -	- - -	42 17 3	- - -	20 0 0	40 0 0	
23. 650 1 8	263 3 8	115 15 5	135 0 1	- - -	- - -	- - -	10 0 0	10 10 0	25 0 0	
24. 380 0 0	- - -	- - -	- - -	- - -	- - -	12 10 9	- - -	15 0 0	- - -	
25. 5,192 14 1	1,535 3 5	808 10 10	1,182 12 9	- - -	- - -	259 9 11	50 0 0	10 10 0	280 0 0	
26. 3,758 11 5	1,329 6 1	394 4 1	1,376 11 10	- - -	- - -	63 6 10	50 0 0	75 0 0	225 0 0	
27. 52 0 0	- - -	- - -	- - -	- - -	- - -	- - -	1 1 0	5 0 0	- - -	
28. 758 0 9	155 19 8	25 6 4	177 18 9	- - -	- - -	16 12 8	- - -	20 0 0	10 0 0	
29. 1,970 14 5	196 13 6	78 4 10	901 2 8	- - -	- - -	26 11 4	- - -	42 0 0	45 0 0	
30. 3,407 14 6	808 0 9	273 5 6	982 19 4	- - -	- - -	53 14 3	- - -	80 0 0	200 0 0	
31. 1,134 10 7	226 6 7	201 4 2	332 12 0	- - -	- - -	33 18 11	- - -	42 0 0	65 0 0	
32. 3,422 16 7	1,104 2 1	335 5 3	1,318 16 8	- - -	3 0 1	91 13 5	50 0 0	- - -	169 14 0	
33. 71 19 2	- - -	- - -	- - -	- - -	- - -	- - -	- - -	5 0 0	1 0 0	
34. 1,575 4 2	407 0 3	172 12 9	284 7 0	- - -	0 10 0	89 0 6	- - -	21 0 0	50 0 0	
35. 512 19 10	221 14 11	98 5 8	249 0 2	- - -	- - -	14 13 4	- - -	5 0 0	20 0 0	
36. 769 7 11	- - -	- - -	- - -	- - -	- - -	22 3 3	- - -	25 0 0	20 0 0	
37. 8,845 16 2	3,509 9 5	1,548 14 11	3,418 14 5	- - -	1 19 0	242 1 0	- - -	105 0 0	347 9 3	
38. 1,127 0 6	398 12 1	91 14 6	383 13 8	- - -	- - -	- - -	c 20 0 0	40 0 0	c 120 0 0	
39. 1,040 0 0	d 120 0 0	- - -	- - -	- - -	- - -	- - -	10 0 0	10 0 0	10 0 0	
40. 2,367 17 0	e 1,158 13 0	156 12 4	1,131 6 6	- - -	- - -	143 15 10	10 0 0	26 5 0	80 0 0	
41. 985 1 9	348 16 0	101 16 3	282 19 0	- - -	1 0 0	26 4 6	- - -	31 10 0	12 0 0	
42. 983 7 10	233 16 0	136 3 10	117 9 6	- - -	11 1 6	141 0 8	- - -	- - -	30 0 0	
43. 4,583 5 3	1,011 0 1	421 12 10	823 1 11	- - -	- - -	85 15 8	25 0 0	20 0 0	125 0 0	
44. 651 15 6	- - -	- - -	- - -	- - -	- - -	0 4 8	- - -	21 0 0	6 6 0	
45. 879 7 10	- - -	- - -	- - -	- - -	- - -	5 11 0	- - -	21 0 0	20 0 0	
46. 3,509 0 5	854 15 1	343 15 5	887 10 8	87 0 0	- - -	144 6 4	- - -	70 0 0	145 0 0	
47. 352 15 6	- - -	- - -	- - -	- - -	- - -	- - -	- - -	25 0 0	10 0 0	
48. 576 18 0	294 18 0	95 18 7	103 11 2	- - -	- - -	43 9 6	- - -	f 78 6 8	g 45 0 0	
49. 30 5 11	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	
50. 822 9 10	- - -	1 0 0	- - -	- - -	- - -	2 9 10	- - -	- - -	12 0 0	
51. 1,094 4 11	153 19 10	3 9 0	194 12 3	- - -	- - -	26 3 11	- - -	25 0 0	30 0 0	
52. 762 10 1	190 0 0	30 0 0	30 0 0	- - -	- - -	20 18 7	10 0 0	10 0 0	20 0 0	
53. 170 7 6	- - -	- - -	- - -	- - -	- - -	1 11 0	7 10 0	10 0 0	- - -	
54. 729 15 5	- - -	- - -	- - -	- - -	- - -	39 18 11	15 0 0	10 0 0	5 0 0	
55. 945 16 10	- - -	- - -	- - -	- - -	- - -	- - -	5 0 0	20 0 0	- - -	
90,371 9 6	22,030 8 6	7,349 6 10	19,678 15 7	181 5 10	61 3 4	2,770 8 8	424 14 3	1,457 8 0	3,241 8 1	
1. 1,204 14 6	237 17 0	108 9 1	359 15 0	- - -	- - -	129 0 0	- - -	42 10 0	55 5 0	
2. 595 8 10	108 13 3	55 6 5	294 17 9	- - -	- - -	31 7 9	- - -	20 0 0	50 0 0	
3. 748 2 6	197 2 8	49 7 7	826 1 8	- - -	- - -	79 2 2	- - -	15 0 0	40 0 0	
4. 320 5 0	- - -	- - -	- - -	- - -	- - -	15 3 0	- - -	6 6 0	- - -	
5. 481 10 0	47 15 0	54 10 9	68 18 7	- - -	- - -	12 6 11	- - -	25 0 0	30 0 0	
6. 874 1 3	167 6 4	59 17 10	93 17 10	- - -	- - -	47 18 7	10 0 0	25 0 0	45 0 0	
7. 1,186 3 1	340 7 5	74 8 9	421 10 6	- - -	5 3 3	75 8 7	- - -	47 10 0	61 15 0	
8. 110 0 0	- - -	- - -	- - -	- - -	- - -	8 6 1	- - -	- - -	10 0 0	
9. 628 15 0	98 10 4	6 3 3	326 17 2	- - -	- - -	50 7 9	- - -	32 10 0	42 5 0	
10. 1,360 6 6	177 4 11	169 2 0	365 3 7	30 0 0	- - -	79 8 11	- - -	37 10 0	h 62 13 3	
11. 808 0 0	85 10 2	3 15 0	110 14 10	- - -	- - -	38 15 11	- - -	37 10 0	48 15 0	
12. 1,369 0 0	1,900 0 0	- - -	- - -	- - -	- - -	34 2 5	10 0 0	30 0 0	10 0 0	

d Paid to townships.

e Including contract work.

f For nearly 4 years.

g For 1 year.

h Including pay for extra services.

i Contract work.

F

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

(Continued from page 39.)

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE.
COUNTY OF LANCASTER—cont.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
18. Elton and Blackburn	- - -	146 15 2	- - -	a 500 0 0	23 1 3	- - -	709 16 5
19. Finnington and Chorley	11 8 3	18 7 10	27 10 0	- - -	31 15 0	- - -	254 15 3
20. Garstang and Heiring-syke	- - -	308 2 6	- - -	c 400 0 0	1 7 0	- - -	753 19 9
21. Haslingden and Todmorden	42 3 9	448 2 10	- - -	d 515 0 0	68 2 6	- - -	3,308 19 9
22. Hulton	19 1 3	4 18 9	- - -	- - -	22 6 4	- - -	978 7 4
23. Ince, Hindley, and Westthroughton	52 5 11	89 15 8	- - -	- - -	19 9 5	- - -	721 1 2
24. Kirkby Kendal and Kirkby Ireleth	- - -	67 2 0	- - -	280 0 0	34 1 1	- - -	358 13 10
25. Liverpool, Prescott, Ashton, and Warrington	65 19 0	165 14 3	589 16 11	860 0 0	241 7 10	- - -	5,994 4 11
26. Liverpool and Preston	- - -	79 17 0	- - -	- - -	37 12 3	- - -	3,630 18 1
27. Livesey Branch	- - -	- - -	- - -	e 119 0 0	1 2 10	- - -	126 3 10
28. Manchester and Ashton-under-Lyne New Road	15 12 1	- - -	- - -	f 500 0 0	1 3 9	- - -	922 13 3
29. Manchester and Bury New Road	- - -	- - -	- - -	g 750 0 0	63 17 0	- - -	2,103 9 4
30. Manchester, Oldham, and Austerlands	115 2 11	50 17 10	- - -	629 17 0	93 14 11	- - -	3,287 12 6
31. Manchester to Rochdale, &c., Manchester District	15 13 8	65 10 9	- - -	400 0 0	43 14 0	- - -	1,426 0 1
32. Manchester and Saltersbrook	- - -	- - -	- - -	- - -	81 19 5	- - -	3,154 10 11
33. Mather Fold	- - -	3 3 8	- - -	h 53 15 0	4 4 3	- - -	67 2 11
34. Moses Gate District	39 15 11	71 14 2	- - -	765 0 0	30 1 6	- - -	1,931 2 1
35. Ditto, Ringley District	55 14 0	131 16 4	- - -	- - -	i 105 18 4	- - -	902 2 9
36. Oldham and Ripponden	35 0 0	286 1 2	- - -	k 394 8 6	4 19 10	- - -	787 12 9
37. Pendleton Roads	4 14 4	30 7 10	- - -	431 13 0	329 13 11	- - -	9,969 17 1
38. Penwortham and Wrightington	10 1 0	20 6 8	- - -	- - -	25 7 10	- - -	1,104 15 9
39. Preston and Garstang	- - -	128 13 2	- - -	l 800 0 0	- - -	- - -	1,078 13 2
40. Prestwich, Bury, and Radcliffe	2 14 8	74 15 0	- - -	- - -	41 1 11	- - -	2,825 4 3
41. Radcliffe	23 7 0	108 9 8	1 0 8	200 0 0	16 12 7	- - -	1,148 15 8
42. Ridgill and Lanes, and Holehouse	37 14 2	84 0 0	- - -	m 300 0 0	23 13 2	- - -	1,114 18 10
43. Rochdale and Burnley	69 19 0	539 18 0	- - -	n 1,124 0 0	54 14 3	- - -	4,300 1 9
44. Rochdale and Edenfield	11 18 10	146 9 6	- - -	o 400 0 0	8 15 4	- - -	594 14 4
45. Rochdale Lane-end to Land's-end in Heaton	1 6 8	31 5 9	- - -	320 12 0	1 15 1	- - -	401 10 6
46. Rochdale and Manchester	83 7 8	71 6 2	324 4 10	120 0 0	p 302 17 0	- - -	3,437 3 2
47. Sharples and Hoghton	2 15 0	2 11 1	- - -	- - -	9 0 0	- - -	49 6 1
48. Standedge and Oldham	- - -	- - -	- - -	- - -	35 10 10	- - -	696 14 9
49. Ditto, Dobeross Road	- - -	- - -	- - -	- - -	0 9 5	- - -	0 9 5
50. Ditto, Delph Road	98 8 8	- - -	680 0 0	- - -	0 2 6	- - -	794 1 0
51. Sudden Bridge to Bury	1 6 8	155 13 11	- - -	q 500 0 0	7 16 9	- - -	1,098 2 4
52. Ulverstone, Milnthorpe, and Lancaster	- - -	- - -	- - -	507 0 0	13 2 4	- - -	831 0 11
53. Warrington to Lower Irlam	9 12 3	114 6 8	- - -	r 200 0 0	0 11 4	- - -	343 11 3
54. Warrington and Wigan	18 5 1	509 19 0	- - -	- - -	2 5 3	- - -	595 8 3
55. Wigan and Preston, North of Yarrow	- - -	784 6 11	- - -	- - -	14 11 8	- - -	823 18 7
£	1,152 10 2	9,253 7 3	2,477 0 2	20,146 17 2	2,666 2 6	- - -	92,890 10 4
COUNTY OF LEICESTER.							
1. Ashby-de-la-Zouch	17 12 9	29 12 6	266 11 1	175 0 0	19 6 0	- - -	1,440 18 5
2. Bridgeford Lane and Kettering (South Part of Northern Division)	18 10 6	- - -	- - -	- - -	197 12 0	- - -	676 7 8
3. Burton Bridge to Market Bosworth	3 3 0	- - -	- - -	- - -	14 2 3	- - -	1,223 19 4
4. Deaford	25 7 7	38 18 6	- - -	u 216 0 0	- - -	- - -	301 15 1
5. Hinckley and Lutterworth	5 0 0	74 4 1	- - -	v 200 0 0	21 14 8	- - -	539 10 0
6. Hinckley and Melbourne	- - -	59 12 9	- - -	- - -	28 15 1	- - -	536 8 5
7. Hinckley and Narborough	18 3 10	- - -	135 16 7	- - -	19 14 8	- - -	1,199 18 7
8. Hinckley and Narborough (through Sapeote)	- - -	- - -	- - -	95 11 11	1 2 0	- - -	110 0 0
9. Leicester and Lutterworth	- - -	13 16 8	- - -	z 150 0 0	- - -	- - -	720 10 2
10. Leicester and Peterborough, Leicester District	11 2 9	- - -	208 10 9	- - -	aa 350 14 5	- - -	1,491 10 7
11. Leicester and Welford	- - -	118 5 6	- - -	bb 300 0 0	- - -	- - -	743 6 5
12. Loughborough to Ashby-de-la-Zouch, &c., and Loughborough to Cavendish Bridge (united)	6 9 4	94 11 3	- - -	- - -	- - -	- - -	1,085 3 0

a For debts of 500l. b Including 15,398l. 10s. 10d. at 10s. per cent. c For debts of 640l. d For debts of 543l.
i Including 90l. 18s. 10d. to Moses Gate Trust. k For debts of 639l. l For debts of 929l. 17s. 1d. m For debts of 1,150l.
r Reduced 240l. 5s. difference between composition and full amount of a debt discharged in a previous year. s For debts of 802l. 7s. 8d.
z For debts of 150l. 10s. aa Including 328l. 10s. paid to the Uppingham District. bb For debts of 309l. 18s.

TURNPIKE TRUSTS IN ENGLAND AND WALES, 1868.

41

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1868.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1868.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
8. b 17,855 10 10	2½	-	16 14 11	-	17,872 5 9	-	-	-	-	100 7 2	100 7 2
9. 367 17 8	5	-	18 7 10	-	386 5 6	-	96 17 2	-	-	7 3 8	104 0 10
10. 11,024 19 10	2½	12 19 3	5 12 8	-	11,048 11 9	99 0 0	-	-	-	109 7 1	208 7 1
1. 12,854 14 0	3½	-	213 15 3	-	13,068 9 3	-	-	-	-	1,180 0 1	1,180 0 1
2. 50 0 0	5	-	-	86 11 3	136 11 3	-	-	-	-	-	-
3. 2,300 0 0	4	-	-	-	2,300 0 0	-	-	-	88 11 4	141 17 7	230 8 11
4. 1,448 0 0	4	-	-	-	1,448 0 0	-	-	-	-	255 3 7	255 3 7
5. 3,210 0 0	4½	-	-	-	3,210 0 0	-	-	-	-	607 4 8	607 4 8
6. 1,950 0 0	4	-	-	-	1,950 0 0	-	-	-	-	280 13 9	280 13 9
7. 202 16 5	None	-	-	-	202 16 5	-	-	-	-	45 9 9	45 9 9
8. 8,298 10 7	½	-	63 18 4	-	8,362 8 11	66 13 4	-	-	-	281 13 9	348 7 1
9. 3,265 8 10	None	-	-	-	3,265 8 10	-	-	-	-	288 8 4	288 8 4
10. 1,036 6 0	5	48 13 11	71 4 8	-	1,156 4 7	-	-	-	-	1,039 0 5	1,039 0 5
1. 1,000 0 0	4½	10 0 0	-	-	1,010 0 0	-	-	-	-	33 18 3	33 18 3
2. -	-	-	-	-	-	-	-	-	-	224 2 2	224 2 2
3. 130 0 0	3½	0 15 9	24 12 1	-	155 7 10	-	-	-	-	32 10 4	32 10 4
4. 335 0 0	5	107 8 10	-	28 3 8	470 12 6	-	-	-	-	-	-
5. 3,000 0 0	5	23 3 11	-	-	3,023 3 11	-	-	-	-	1,490 8 7	1,490 8 7
6. 10,800 13 0	2½	47 16 5	186 5 6	-	11,034 14 11	-	-	-	-	278 5 8	278 5 8
7. 541 7 0	4	25 1 1	0 7 1	-	566 15 2	697 4 2	-	-	-	83 9 6	780 13 8
8. 400 0 0	5	-	-	-	400 0 0	-	-	-	-	164 13 5	164 13 5
9. 5,702 16 10	2	-	-	-	5,702 16 10	-	-	-	-	387 10 9	387 10 9
10. 1,800 0 0	4	-	-	-	1,800 0 0	-	-	-	-	905 6 10	905 6 10
1. 2,000 0 0	5	44 17 10	-	-	2,044 17 10	-	-	-	-	300 15 4	300 15 4
2. 2,124 9 5	4	-	188 5 3	280 11 6	2,593 6 2	-	381 3 11	-	-	-	381 3 11
3. 9,150 0 0	5	79 8 6	32 18 10	-	9,262 7 4	-	-	-	-	1,734 6 6	1,734 6 6
4. 5,041 10 0	3	-	-	-	5,041 10 0	-	-	-	-	14 18 2	14 18 2
5. 1,283 11 4	2½	-	-	-	1,283 11 4	-	-	-	-	288 8 1	288 8 1
6. p 2,100 0 0	4½	-	28 1 8	-	2,128 1 8	-	-	-	-	645 15 0	645 15 0
7. 2,715 6 0	1½	0 15 9	512 6 6	-	3,228 8 3	-	-	-	-	2,491 12 0	2,491 12 0
8. -	-	113 1 6	-	-	113 1 6	-	-	-	-	63 2 2	63 2 2
9. 873 0 0	3	-	-	-	873 0 0	-	-	-	-	29 15 0	29 15 0
10. 2,000 0 0	3	916 7 9	-	-	2,916 7 9	-	-	-	-	33 7 9	33 7 9
1. r 5,518 0 6	3	-	-	-	5,518 0 6	-	-	-	-	565 7 10	565 7 10
2. 8,274 0 0	None	-	-	-	8,274 0 0	-	-	-	-	502 1 6	502 1 6
3. 7,471 0 0	1	-	123 6 5	-	7,594 6 5	-	-	-	-	45 10 3	45 10 3
4. 14,469 0 0	5	-	3,317 3 2	-	17,786 3 2	-	-	-	-	786 19 7	786 19 7
5. 26,255 0 0	3	-	-	-	26,255 0 0	-	-	-	-	351 5 11	351 5 11
294,895 19 1	-	1,632 3 4	6,290 18 9	910 6 6	303,729 7 8	862 17 6	556 16 1	2 5 8	349 5 11	23,727 0 5	25,498 5 7
1. 400 0 0	5	-	-	-	400 0 0	-	-	-	-	679 0 2	679 0 2
2. -	-	-	-	-	-	-	-	-	-	33 7 6	33 7 6
3. -	-	-	-	-	-	65 0 0	-	-	-	1,530 1 11	1,595 1 11
4. 1,415 11 6	2½	-	-	-	1,415 11 6	-	-	-	-	156 2 0	156 2 0
5. y 1,193 14 7	4	-	120 17 4	-	1,314 11 11	-	-	-	-	194 11 0	194 11 0
6. 1,880 0 0	3½	-	209 3 5	-	2,089 3 5	166 11 0	-	-	-	571 11 6	738 2 6
7. -	-	-	-	-	-	-	-	-	-	208 16 7	208 16 7
8. 4,951 10 0	None	-	-	-	4,951 10 0	-	-	-	-	-	-
9. 198 10 0	5	-	-	-	198 10 0	-	-	-	-	65 0 4	65 0 4
10. 4,333 6 8	4½	-	545 8 0	-	4,878 14 8	-	-	-	-	493 9 0	493 9 0
11. 2,961 8 10	3½	-	-	-	2,961 8 10	-	-	-	-	399 9 7	399 9 7
2. 2,720 0 0	3½	-	5 16 2	-	2,725 16 2	-	-	-	-	243 0 8	243 0 8

e For debts of 264l. 8s. 7d.

f For debts of 1,000l.

g For debts of 844l. 12s. 7d.

h For debts of 56l. 3s. 7d.

n For debts of 486l.

o Including 190l. 8s. 10d. for watering.

p Including 720l. at 4 per cent.

q For debts of 645l. 15s.

t Including 80l. returned to Southern Division.

u For debts of 300l.

x For debts of 240l.

y Including 71l. 4s. 7d. at 5 per cent.

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

1. NAMES OF COUNTIES AND TRUSTS.	2.	3.	INCOME.					
	Balance in Treasurers' Hands on 1st Jan. 1868.	Balance due to the Treasurers on 1st Jan. 1868.	4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
COUNTY OF LEICESTER— continued.								
13. Market Harborough and Coventry	788 4 0	- - -	1,528 8 4	- - -	- - -	4 6 0	- - -	- - -
14. Market Harborough and Lough- borough	1,623 4 1	- - -	2,534 3 5	- - -	- - -	- - -	9 9 0	- - -
15. Melton Mowbray	588 0 6	- - -	968 15 4	- - -	- - -	- - -	0 17 6	- - -
16. Melton Mowbray and Grantham	126 1 11	- - -	770 0 0	- - -	- - -	- - -	0 18 0	- - -
17. Moira and Gresley	516 11 5	- - -	1,126 0 0	- - -	- - -	- - -	- - -	- - -
18. Tamworth to Harrington Bridge	231 7 8	- - -	778 0 0	- - -	- - -	- - -	- - -	- - -
£	8,871 17 2	40 16 4	17,233 1 1	- - -	- - -	10 16 0	163 7 2	- - -
COUNTY OF LINCOLN.								
1. Bourn	143 13 0	- - -	311 10 0	- - -	- - -	- - -	15 5 0	- - -
2. Bridge End	- - -	5 19 7	460 5 11	- - -	- - -	5 0 0	1 5 4	- - -
3. Deeping and Morcott	328 8 0	- - -	724 13 3	- - -	- - -	1 14 0	3 12 6	- - -
4. Dexthorpe	47 2 9	- - -	538 1 0	- - -	70 0 0	- - -	- - -	- - -
5. Donington	- - -	290 17 2	1,623 10 0	707 1 0	- - -	0 10 6	41 15 3	- - -
6. Foston Bridge and Witham Com- mon	141 9 6	- - -	5 11 16 8	- - -	- - -	- - -	- - -	- - -
7. Grantham and Nottingham, Eastern Division	138 5 8	- - -	411 0 0	- - -	- - -	- - -	- - -	- - -
8. Leadenham and Southwell, Eastern District	16 8 4	- - -	271 3 11	- - -	- - -	- - -	- - -	- - -
Lincoln:—								
9. Branston Road	68 4 9	- - -	746 13 4	- - -	- - -	- - -	- - -	- - -
10. Newark Road	3 2 9	- - -	363 6 8	- - -	- - -	- - -	- - -	- - -
11. Saxilby Road	4 1 8	- - -	180 0 0	338 0 0	- - -	- - -	- - -	- - -
12. Sleaford Road	- - -	76 17 10	650 0 0	- - -	- - -	- - -	- - -	- - -
13. Lincoln, Brigg, Barton, Caistor, and Melton	88 14 9	- - -	1,710 10 10	- - -	- - -	10 0 0	1 10 0	- - -
Lincoln Heath and Market Deep- ing:—								
14. Billingborough District	370 4 1	- - -	290 5 9	195 0 0	- - -	- - -	- - -	- - -
15. Bourn District	190 10 4	- - -	1,039 18 4	241 13 10	- - -	- - -	20 0 0	- - -
16. Sleaford District	77 8 2	- - -	992 13 4	442 0 0	- - -	- - -	4 0 0	- - -
17. Louth	- - -	22 2 6	925 12 6	- - -	170 0 0	- - -	16 5 1	- - -
18. Searthro	151 12 1	- - -	264 0 0	- - -	280 0 0	- - -	- - -	- - -
19. Sleaford and Tattershall	151 14 10	- - -	869 3 0	214 14 10	- - -	- - -	2 12 6	- - -
20. Spalding Barrier Bank	- - -	- - -	65 0 0	- - -	- - -	- - -	d 92 9 2	- - -
21. Spalding and Deeping	440 17 1	- - -	391 13 4	- - -	- - -	- - -	8 1 9	- - -
22. Spilsby	542 1 0	- - -	1,404 9 4	384 7 6	- - -	- - -	- - -	- - -
23. Ditto, Burton's Corner District	35 13 0	- - -	184 6 8	- - -	- - -	- - -	- - -	- - -
24. Swinehead and Fosdyke	12 18 3	- - -	102 11 11	- - -	- - -	- - -	- - -	- - -
£	2,952 5 0	395 17 1	14,532 5 9	2,522 17 2	520 0 0	17 4 6	206 16 7	- - -
COUNTY OF MIDDLESEX.								
1. Commercial Roads	6,470 6 7	- - -	14,518 5 6	- - -	- - -	- - -	28 15 8	- - -
2. Marylebone and Finchley	2,449 11 6	- - -	2,438 6 8	- - -	- - -	- - -	0 3 0	- - -
3. Metropolis Roads North of the Thames	4,922 17 0	- - -	23,643 6 8	- - -	- - -	- - -	f 4,569 5 4	- - -
4. Pinner and Rickmersworth i	445 14 1	- - -	618 6 11	- - -	- - -	- - -	k 169 15 0	- - -
£	14,288 9 2	- - -	41,218 5 9	- - -	- - -	- - -	4,767 19 0	- - -

a Contract work. b The road is repaired by contract, the contractor collecting and receiving the tolls at two of the toll-gates, and 50% in addition.
f Including 3,901¹/₂ 18s. 4d. rents of estates. g Including payments to parishes. h Including accountant.
l Including arrears and 30% gratuity. m Including arrears.

TURNPIKE TRUSTS IN ENGLAND AND WALES, 1868.

43

EXPENDITURE.										
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of			
							Treasurer.	Clerk.	Surveyor.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
13. 1,532 14 4	358 13 9	131 16 5	328 6 9	- - -	5 13 0	103 11 7	- - -	60 0 0	60 0 0	
14. 2,543 12 5	508 12 9	148 11 4	606 15 3	209 15 0	- - -	186 2 6	- - -	62 10 0	81 5 0	
15. 969 12 10	202 4 1	74 7 2	423 11 10	50 0 0	- - -	87 19 1	- - -	40 0 0	52 0 0	
16. 770 18 0	143 0 5	62 10 9	329 4 0	- - -	- - -	35 10 10	- - -	20 0 0	50 0 0	
17. 1,126 0 0	168 16 8	7 10 0	304 19 4	- - -	15 15 0	69 5 11	- - -	30 0 0	52 10 0	
18. 778 0 0	206 17 2	76 6 11	173 14 5	- - -	- - -	40 19 4	- - -	25 0 0	60 0 0	
17,407 4 3	3,948 11 11	1,081 3 3	5,034 8 6	289 15 0	26 13 3	1,119 17 4	20 0 0	556 6 0	811 8 3	
1. 326 15 0	192 14 8	62 18 3	127 8 6	- - -	- - -	8 2 7	- - -	20 0 0	39 0 0	
2. 466 11 3	193 11 8	47 13 11	94 3 7	- - -	7 19 0	17 5 8	- - -	25 0 0	52 0 0	
3. 729 19 9	343 13 8	102 18 9	196 2 4	- - -	- - -	16 17 5	- - -	20 0 0	39 0 0	
4. 608 1 0	a 277 5 1	- - -	- - -	- - -	- - -	23 9 8	10 10 0	15 0 0	10 0 0	
5. 2,372 16 9	446 0 11	80 7 7	870 10 1	- - -	- - -	30 18 6	- - -	- - -	70 0 0	
6. 11 16 8	b 50 0 0	- - -	- - -	- - -	- - -	1 5 6	- - -	30 0 0	5 5 0	
7. 411 0 0	a 220 0 0	- - -	- - -	- - -	- - -	14 15 6	- - -	21 0 0	5 0 0	
8. 271 3 11	138 5 9	27 0 3	18 12 0	- - -	- - -	2 3 3	- - -	12 12 0	60 0 0	
9. 746 13 4	168 0 4	125 6 1	19 0 9	- - -	- - -	65 2 2	7 10 0	7 10 0	30 0 0	
10. 363 6 8	160 15 8	75 12 5	76 13 6	- - -	5 1 6	10 13 5	7 10 0	7 10 0	30 0 0	
11. 518 0 0	140 10 6	76 1 10	188 8 10	- - -	- - -	4 19 11	7 10 0	7 10 0	30 0 0	
12. 650 0 0	392 1 10	131 17 9	14 16 6	- - -	17 14 0	9 11 1	7 10 0	7 10 0	30 0 0	
13. 1,722 0 10	c 514 19 9	201 9 1	302 5 3	- - -	3 2 1	26 14 6	20 0 0	30 0 0	140 0 0	
14. 485 5 9	21 11 6	1 8 10	35 14 11	- - -	- - -	20 16 9	- - -	20 0 0	10 0 0	
15. 1,301 12 2	514 4 11	144 10 9	227 3 6	- - -	35 2 11	59 13 8	- - -	30 0 0	72 16 0	
16. 1,438 13 4	692 12 5	178 17 9	241 2 11	- - -	20 13 10	57 7 11	- - -	30 0 0	85 10 0	
17. 1,111 17 7	a 483 13 4	- - -	- - -	- - -	- - -	18 15 0	10 10 0	- - -	20 0 0	
18. 544 0 0	- - -	- - -	- - -	- - -	- - -	23 12 7	5 0 0	5 0 0	10 0 0	
19. 1,086 10 4	492 6 7	103 0 4	178 5 5	- - -	7 15 0	35 17 11	- - -	25 0 0	40 0 0	
20. 157 9 2	42 11 7	45 9 2	62 6 2	- - -	- - -	7 2 3	- - -	- - -	- - -	
21. 399 15 1	80 1 4	26 3 11	127 17 5	- - -	- - -	16 1 8	- - -	20 0 0	- - -	
22. 1,788 16 10	e 452 4 8	272 12 0	282 12 5	- - -	- - -	72 10 11	- - -	15 0 0	65 0 0	
23. 184 6 8	29 10 0	4 18 0	80 9 4	- - -	- - -	7 12 8	- - -	5 0 0	15 0 0	
24. 102 11 11	1 9 0	- - -	- - -	- - -	- - -	2 15 11	- - -	11 7 0	7 10 0	
17,799 4 0	5,748 5 2	1,708 6 8	3,143 13 5	- - -	97 8 4	554 6 5	76 0 0	364 19 0	866 1 0	
1. 14,547 1 2	545 0 0	1,842 1 10	1,818 18 4	- - -	- - -	1,258 2 4	- - -	330 0 0	315 0 0	
2. 2,438 9 8	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	
3. 28,212 12 0	g 5,965 9 0	4,783 1 2	14,011 6 5	- - -	- - -	1,167 4 0	- - -	h 486 9 2	989 3 4	
4. 788 1 11	95 4 9	98 13 10	70 1 4	- - -	- - -	98 12 9	- - -	i 65 0 0	m 90 0 0	
45,986 4 9	6,605 13 9	6,723 16 10	15,900 6 1	- - -	- - -	2,523 19 1	- - -	881 9 2	1,394 3 4	

c Including 25*l.* to Drigg Local Board.

d From South Holland Drainage Fund.

e Including contract work.

i The Local Act was repealed on 31st December 1868.

h Including proceeds of sale of Trust property.

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE.
COUNTY OF LEICESTER— continued.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
13. Market Harborough and Coventry	5 0 0	97 8 1	- - -	a 500 0 0	51 9 11	- - -	1,702 1 6
14. Market Harborough and Lough- borough	31 5 6	31 12 9	729 2 7	1,038 0 0	50 3 11	- - -	3,683 16 7
15. Melton Mowbray	10 4 8	- - -	290 12 8	- - -	13 9 1	- - -	1,244 8 7
16. Melton Mowbray and Grantham	- - -	70 5 4	- - -	100 0 0	10 5 6	- - -	820 16 10
17. Moira and Gresley	- - -	193 1 0	- - -	b 134 0 0	9 6 9	- - -	985 4 8
18. Tamworth to Harrington Bridge	8 8 0	48 13 9	- - -	- - -	9 15 3	- - -	649 14 10
£	160 7 11	870 2 2	1,630 13 8	2,908 11 11	697 11 6	- - -	19,155 19 8
COUNTY OF LINCOLN.							
1. Bourn	- - -	- - -	- - -	- - -	12 11 4	- - -	462 15 4
2. Bridge End	- - -	- - -	- - -	- - -	14 6 8	- - -	452 2 6
3. Deeping and Morcott	- - -	- - -	- - -	- - -	20 14 6	- - -	739 6 8
4. Dexthorpe	- - -	81 13 5	- - -	d 99 0 0	6 12 8	70 0 0	593 10 5
5. Donington	41 12 10	142 16 6	- - -	e 295 0 0	24 13 6	- - -	2,001 19 11
6. Foston Bridge and Witham Com- mon	- - -	- - -	- - -	- - -	6 8 6	- - -	92 19 0
7. Grantham and Nottingham, Eastern Division	4 6 0	74 13 6	- - -	- - -	3 2 3	- - -	342 17 3
8. Leadenham and Southwell, Eastern District	1 3 4	- - -	- - -	- - -	1 2 0	- - -	260 18 7
Lincoln:—							
9. Branston Road	- - -	142 6 11	- - -	200 0 0	1 16 0	- - -	766 12 3
10. Newark Road	- - -	- - -	- - -	- - -	1 16 0	- - -	375 13 6
11. Saxilby Road	- - -	43 4 10	- - -	- - -	1 16 7	- - -	500 2 6
12. Sleaford Road	- - -	- - -	- - -	- - -	1 16 0	- - -	612 17 2
13. Lincoln, Brigg, Barton, Caistor, and Melton	3 10 2	51 0 2	- - -	f 271 5 2	40 9 5	- - -	1,604 18 7
Lincoln Heath and Market Deep- ing:—							
14. Billingborough District	- - -	36 9 6	- - -	370 0 0	6 14 6	- - -	522 16 0
15. Bourn District	6 10 0	62 3 9	76 9 6	150 0 0	11 0 10	- - -	1,389 15 10
16. Sleaford District	- - -	32 9 8	- - -	150 0 0	18 4 0	- - -	1,506 18 6
17. Louth	- - -	90 2 0	- - -	g 200 0 0	7 2 6	170 0 0	1,000 2 10
18. Scartho	- - -	48 19 10	- - -	h 150 0 0	- - -	280 0 0	522 12 5
19. Sleaford and Tattershall	3 19 3	92 3 3	- - -	i 467 17 6	23 6 6	- - -	1,169 11 9
20. Spalding Barrier Bank	- - -	- - -	- - -	- - -	- - -	- - -	157 9 3
21. Spalding and Deeping	0 10 0	212 18 9	- - -	- - -	15 7 6	- - -	499 0 7
22. Spilsby	16 12 11	243 0 11	- - -	k 451 15 0	4 15 0	- - -	1,876 3 10
23. Ditto, Burton's Corner District	1 2 6	- - -	- - -	- - -	4 10 0	- - -	148 2 6
24. Swineshead and Fosdyke	- - -	92 7 6	- - -	- - -	4 4 0	- - -	119 13 5
£	79 7 0	1,446 10 6	76 9 6	2,804 17 8	232 11 10	520 0 0	17,718 16 6
COUNTY OF MIDDLESEX.							
1. Commercial Roads	26 2 0	1,747 3 6	- - -	l 5,303 14 0	881 0 4	- - -	14,066 2 4
2. Marylebone and Finchley	11 16 0	164 0 10	- - -	m 2,340 0 0	68 4 0	- - -	2,584 0 10
3. Metropolis, Roads North of the Thames	74 17 8	- - -	- - -	- - -	1,245 10 3	- - -	28,723 1 0
4. Pinner and Rickmersworth	96 9 11	21 1 8	142 18 0	368 10 6	n 87 3 3	- - -	1,233 16 0
£	208 5 7	1,932 6 0	142 18 0	8,012 4 6	2,281 17 10	- - -	46,607 0 2

a For debts of 606l. 7s. 8d.

g For debts of 222l.

b For debts of 135l. 10s.

h For debts of 192l. 6s. 1d.

c Including 675l. not bearing interest.

i For debts of 475l.

k For debts of 500l.

TURNPIKE TRUSTS IN ENGLAND AND WALES, 1868.

45

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1868.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1868.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
3,979 6 4	3	9 2 8	999 5 9	-	4,987 14 9	-	-	-	-	618 16 10	618 16 10
-	-	-	-	-	-	-	-	-	-	482 19 11	482 19 11
1,650 0 0	4	-	-	-	1,650 0 0	-	-	-	-	313 4 9	313 4 9
c 788 0 0	4	-	21 6 4	-	809 6 4	-	-	-	-	76 3 1	76 3 1
1,815 0 0	3½	-	62 11 7	-	1,877 11 7	241 0 0	-	-	-	657 6 9	657 6 9
										359 12 10	600 12 10
27,786 7 11	-	9 2 8	1,964 8 7	-	29,759 19 2	472 11 0	-	-	-	7,082 14 5	7,555 5 5
-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-
1,733 10 0	4½	-	-	-	1,733 10 0	-	-	-	-	7 12 8	7 12 8
3,100 0 0	4	-	17 12 6	-	3,117 12 6	-	-	-	-	8 9 2	8 9 2
-	-	-	-	-	-	-	-	-	-	319 1 1	319 1 1
-	-	-	-	-	-	-	-	-	-	61 13 4	61 13 4
-	-	-	-	-	-	-	-	-	-	79 19 8	79 19 8
-	-	-	-	-	-	-	-	-	-	60 7 2	60 7 2
2,488 10 0	3	-	-	-	2,488 10 0	-	-	-	-	206 8 5	206 8 5
-	-	-	-	-	-	-	-	-	-	26 8 8	26 8 8
1,100 0 0	4½	-	-	-	1,100 0 0	-	-	-	-	48 5 10	48 5 10
1,031 5 0	4½	-	1 4 5	9 3 1	1,032 9 5	-	-	-	-	21 19 2	21 19 2
-	-	-	-	39 15 0	39 15 0	-	-	-	-	-	-
1,166 6 8	4	-	-	-	1,166 6 8	-	-	-	-	206 0 0	206 0 0
1,708 0 0	2	-	-	-	1,708 0 0	-	-	-	-	332 13 10	332 13 10
1,250 0 0	3	-	79 17 2	-	1,329 17 2	-	-	-	-	102 6 8	102 6 8
925 0 0	3	-	-	-	925 0 0	93 5 8	-	-	-	9 3 0	102 9 8
2,736 18 9	3	-	-	-	2,736 18 9	-	-	-	-	89 12 3	89 12 3
2,474 5 10	2	-	-	-	2,474 5 10	-	-	-	-	172 19 8	172 19 8
2,575 0 0	3	-	-	-	2,575 0 0	-	-	-	-	68 13 5	68 13 5
-	-	-	-	-	-	-	-	-	-	-	-
4,718 15 0	4½	-	780 9 7	-	5,499 4 7	-	-	-	-	341 11 7	341 11 7
5,375 0 0	4	-	191 3 7	-	5,566 3 7	-	-	-	-	454 14 0	454 14 0
-	-	-	-	-	-	-	-	-	-	71 17 2	71 17 2
3,695 0 0	2½	-	-	4 3 3	3,699 8 3	-	-	-	-	-	-
36,077 11 3	-	-	1,070 7 3	53 1 4	37,200 19 10	93 6 8	-	-	-	2,689 16 9	2,783 8 5
-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-
30,702 10 10	5	-	821 18 0	-	31,524 8 10	445 3 3	-	-	-	6,951 5 5	7,396 8 8
4,650 0 0	3	2,780 9 0	243 10 0	-	7,673 19 0	-	-	-	-	2,304 0 4	2,304 0 4
-	-	3,500 0 0	-	-	3,500 0 0	-	-	-	-	4,412 8 0	4,412 8 0
-	-	-	-	-	-	-	-	-	-	-	-
35,352 10 10	-	6,280 9 0	1,065 8 0	-	42,698 7 10	445 3 3	-	-	-	13,667 13 9	14,112 17 0

d For debts of 100l.
l For debts of 5,682l. 15s. 8d.

e Including 45l. accepted in discharge of debts of 50l.
m For debts of 2,350l.

f For debts of 274l.
n Including 57l. 15s. 9d. compensation to the surveyor.

1. NAMES OF COUNTIES AND TRUSTS.	2.		3.		INCOME.				
	Balance in Treasurers' Hands on 1st Jan. 1868.	Balance due to the Treasurers on 1st Jan. 1868.	4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
COUNTY OF MONMOUTH.									
1. Abercarne - - -	190 15 2	- - -	445 0 0	99 16 10	- - -	- - -	- - -	- - -	
2. Abergavenny - - -	517 15 4	- - -	2,855 0 0	- - -	- - -	2 0 3	5 0 0	- - -	
3. Bigsweat - - -	- - -	18 11 0	509 15 10	- - -	- - -	- - -	- - -	- - -	
4. Chepstow - - -	54 9 10	- - -	936 16 6	- - -	- - -	1 5 0	1 0 0	- - -	
5. Chepstow and Abergavenny, Shirenewton Branch - - -	17 16 6	- - -	120 12 8	80 11 2	- - -	- - -	- - -	- - -	
6. Monmouth - - -	470 14 1	- - -	1,683 11 7	428 11 0	- - -	- - -	- - -	- - -	
7. Newport - - -	157 1 2	- - -	2,450 0 0	- - -	- - -	- - -	69 17 4	- - -	
8. Pontypool - - -	84 3 9	- - -	606 0 0	- - -	- - -	- - -	14 4 6	- - -	
9. Usk District - - -	137 1 0	- - -	810 16 0	- - -	- - -	- - -	4 10 6	- - -	
£	1,629 16 10	18 11 0	10,417 12 7	608 19 0	- - -	3 5 3	94 12 4	- - -	
COUNTY OF NORFOLK.									
1. Aylsham and Cromer - - -	- - -	289 8 5	829 5 8	- - -	- - -	0 4 6	17 15 0	300 0 0	
2. Ely to Downham ("The North District") - - -	27 2 8	- - -	595 0 0	95 0 0	- - -	- - -	0 19 8	- - -	
3. Lynn, East Gate - - -	1,088 16 3	- - -	1,134 3 4	- - -	- - -	- - -	22 8 3	- - -	
4. Lynn, South Gate - - -	238 1 10	- - -	1,060 10 0	- - -	- - -	- - -	0 5 3	- - -	
5. Lynn and Wisbech - - -	75 13 0	- - -	1,550 13 4	- - -	- - -	- - -	1 19 6	- - -	
6. New Buckenham - - -	43 3 2	- - -	273 11 8	- - -	- - -	- - -	0 14 11	- - -	
7. North Walsham - - -	- - -	72 18 1	410 0 0	- - -	- - -	- - -	4 6 5	- - -	
8. Norwich and Fakenham - - -	7 13 10	- - -	523 11 8	- - -	- - -	- - -	20 0 0	- - -	
9. Norwich and Scole - - -	- - -	33 14 0	233 0 0	- - -	- - -	0 5 0	0 6 0	- - -	
10. Norwich, Swaffham, and Mattishall	1,269 5 0	- - -	768 1 8	- - -	- - -	- - -	34 11 2	- - -	
11. Norwich and Watton - - -	167 1 11	- - -	392 0 0	- - -	- - -	- - -	1 4 5	- - -	
12. Norwich and Yarmouth - - -	- - -	26 5 10	542 11 8	- - -	- - -	- - -	0 17 0	- - -	
13. Stoke Ferry - - -	270 19 8	- - -	477 15 0	- - -	- - -	- - -	3 13 6	- - -	
14. Thetford - - -	2,258 9 5	- - -	347 15 9	- - -	- - -	- - -	66 0 4	- - -	
15. Wells and Fakenham - - -	98 13 4	- - -	469 1 6	- - -	- - -	- - -	- - -	- - -	
£	5,545 0 1	422 6 4	9,607 1 3	95 0 0	- - -	0 9 6	175 1 5	300 0 0	
COUNTY OF NORTHAMPTON.									
Banbury and Lutterworth Road :									
1. Banbury to Drayton - - -	489 18 7	- - -	908 0 0	- - -	- - -	- - -	12 0 0	- - -	
2. Lutterworth to Badby - - -	113 2 2	- - -	484 15 0	- - -	- - -	- - -	10 16 1	- - -	
3. Brackley Roads, Consolidated - - -	444 5 9	- - -	1,618 11 8	- - -	- - -	- - -	- - -	- - -	
4. Buckingham and Hanwell, Lower Division - - -	64 15 4	- - -	748 0 0	- - -	- - -	- - -	- - -	- - -	
5. Crowland and Eye - - -	66 9 1	- - -	121 0 0	- - -	- - -	- - -	- - -	- - -	
6. Dunchurch - - -	19 6 4	- - -	590 0 0	- - -	- - -	- - -	2 0 0	- - -	
7. Hardingstone to Old Stratford - - -	25 6 7	- - -	675 0 0	- - -	- - -	- - -	0 17 6	- - -	
8. Higham Ferrers - - -	277 19 0	- - -	357 0 0	168 15 0	- - -	- - -	12 1 0	- - -	
9. Kettering and Newport Pagnell - - -	671 17 2	- - -	1,134 0 0	262 3 4	- - -	- - -	20 0 0	- - -	
10. Kettering and Northampton - - -	184 4 4	- - -	540 10 0	170 0 0	- - -	- - -	- - -	- - -	
11. Little Bowden and Rockingham - - -	589 14 3	- - -	279 1 8	94 17 0	- - -	- - -	- - -	- - -	
12. Market Harborough and Brampton - - -	296 11 11	- - -	1,530 12 4	- - -	- - -	- - -	2 12 0	- - -	
13. Market Harborough and Welford - - -	- - -	35 8 4	1,165 8 4	- - -	- - -	- - -	199 0 0	- - -	
14. Northampton and Cold Brayfield - - -	36 2 7	- - -	513 6 8	- - -	- - -	- - -	- - -	- - -	
15. Northampton to Newport Pagnell - - -	164 15 7	- - -	545 6 8	- - -	- - -	- - -	28 0 0	- - -	
16. Old Stratford to Dunchurch - - -	- - -	242 7 5	1,282 8 4	- - -	- - -	- - -	32 10 0	- - -	
17. Oundle and Middleton Lane - - -	77 7 2	- - -	278 10 0	104 0 4	- - -	- - -	6 5 6	- - -	
18. Peterborough and Wellingborough and Elton Branch - - -	224 14 11	- - -	1,323 15 4	- - -	- - -	- - -	50 6 11	- - -	
19. Ditto, Clapton Branch - - -	183 18 10	- - -	43 15 0	70 7 4	- - -	- - -	- - -	- - -	
20. Stamford and Kettering - - -	297 9 1	- - -	939 8 4	- - -	- - -	- - -	5 2 6	- - -	
21. Thorney Road - - -	106 9 2	- - -	358 1 8	- - -	- - -	- - -	- - -	- - -	
22. Towcester and Cotton End - - -	- - -	48 13 2	666 15 0	- - -	- - -	- - -	38 10 0	- - -	
23. Wansford Road - - -	44 15 1	- - -	379 6 8	- - -	- - -	- - -	- - -	- - -	
24. Wansford and Stamford - - -	188 16 1	- - -	308 13 11	- - -	- - -	- - -	1 0 0	- - -	
25. Warwick and Northampton - - -	87 19 9	- - -	1,593 0 0	- - -	- - -	- - -	26 4 2	- - -	
26. Wellingborough and Northampton - - -	- - -	7 8 2	522 0 0	- - -	- - -	- - -	- - -	- - -	
£	4,655 18 9	333 17 1	18,906 6 7	870 3 0	- - -	- - -	447 5 8	- - -	

a Including materials, &c.

b For ½ year.

c Contract work.

EXPENDITURE.									
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of		
							Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. 544 16 10	a 262 16 6	- - -	- - -	- - -	- - -	32 7 7	- - -	10 0 0	25 0 0
2. 2,862 0 3	686 2 0	263 3 3	137 14 1	- - -	12 12 0	87 12 6	- - -	50 0 0	140 0 0
3. 509 15 10	51 15 10	16 3 3	1 11 6	- - -	- - -	17 16 7	- - -	10 0 0	7 10 0
4. 939 1 6	473 0 11	127 1 1	57 5 6	- - -	4 5 6	33 13 4	10 10 0	30 0 0	100 0 0
5. 201 3 10	75 7 4	11 0 4	10 18 0	- - -	4 18 0	1 14 6	10 0 0	10 0 0	15 0 0
6. 2,112 2 7	855 4 8	431 5 0	35 14 4	- - -	56 4 11	21 0 7	- - -	35 0 0	78 15 0
7. 2,519 17 4	681 11 4	528 15 2	221 5 10	- - -	62 8 11	- - -	- - -	40 0 0	170 0 0
8. 620 4 6	308 5 5	85 16 0	19 4 7	- - -	- - -	139 6 5	- - -	67 10 0	- - -
9. 815 6 6	316 18 11	144 19 8	80 16 7	- - -	14 16 2	17 5 1	20 0 0	21 0 0	70 0 0
11,124 9 2	8,711 2 11	1,608 3 4	564 10 5	- - -	155 5 6	350 16 7	40 10 0	213 10 0	606 5 0
1. 1,147 5 2	304 12 2	374 18 3	287 15 11	- - -	- - -	60 2 0	- - -	40 6 6	40 0 0
2. 690 19 8	109 0 0	46 16 9	42 9 3	- - -	- - -	5 7 6	- - -	20 0 0	40 0 0
3. 1,156 11 7	248 11 0	368 14 10	330 17 4	- - -	30 10 4	13 16 11	2 2 0	26 6 0	58 0 0
4. 1,060 15 3	300 13 10	276 1 0	192 9 7	- - -	5 16 0	42 13 7	2 2 0	27 0 0	92 0 0
5. 1,552 12 10	422 17 4	227 14 1	303 7 8	- - -	- - -	51 10 6	- - -	27 6 0	100 0 0
6. 274 6 7	106 7 10	34 8 11	79 8 3	- - -	- - -	13 11 9	- - -	21 0 0	20 0 0
7. 414 6 5	95 5 2	48 9 5	104 0 9	- - -	4 9 0	24 16 10	- - -	20 0 0	25 0 0
8. 543 11 8	186 1 8	59 8 11	188 10 4	- - -	- - -	14 19 11	10 10 0	20 0 0	30 0 0
9. 233 11 0	113 17 6	24 17 3	107 18 10	- - -	1 12 8	10 17 3	- - -	16 16 0	40 0 0
10. 802 12 10	290 13 7	27 7 7	265 12 5	- - -	- - -	32 15 8	- - -	30 0 0	52 0 0
11. 393 4 5	167 5 7	25 4 6	122 9 0	- - -	8 19 6	18 0 4	- - -	30 0 0	35 0 0
12. 543 8 8	193 18 5	133 13 7	111 17 7	- - -	- - -	53 4 1	- - -	20 0 0	35 0 0
13. 481 8 6	76 8 6	42 7 0	48 16 3	- - -	- - -	21 6 9	5 5 0	31 5 6	30 0 0
14. 413 16 1	123 3 1	90 4 3	15 1 11	- - -	28 19 6	77 11 8	- - -	20 0 0	40 0 0
15. 469 1 6	77 10 8	- - -	28 11 6	- - -	- - -	15 18 6	- - -	- - -	26 0 0
10,177 12 2	2,816 6 4	1,780 6 4	2,229 1 7	- - -	80 7 0	456 13 3	19 19 0	339 1 6	663 0 0
1. 920 0 0	334 19 2	128 18 10	240 2 4	- - -	4 5 9	17 9 1	- - -	- - -	55 0 0
2. 495 11 1	173 13 7	73 9 7	136 18 0	- - -	- - -	63 9 6	- - -	10 10 0	30 0 0
3. 1,618 11 8	467 2 8	202 9 5	469 14 2	- - -	14 16 4	52 6 5	10 0 0	50 0 0	70 0 0
4. 748 0 0	225 15 2	54 4 9	307 17 3	- - -	9 18 0	14 6 7	- - -	- - -	60 0 0
5. 121 0 0	- - -	- - -	- - -	- - -	- - -	- - -	5 0 0	5 0 0	2 0 0
6. 592 0 0	146 3 1	101 17 4	176 7 4	- - -	- - -	25 15 1	- - -	15 0 0	45 0 0
7. 675 17 6	c 461 13 0	- - -	28 0 0	- - -	- - -	10 0 4	10 0 0	20 0 0	- - -
8. 537 16 0	c 300 0 0	- - -	- - -	- - -	- - -	12 15 8	15 0 0	12 12 0	10 0 0
9. 1,416 3 4	318 12 7	151 2 6	159 11 6	- - -	6 8 0	63 2 11	20 0 0	20 0 0	52 0 0
10. 710 10 0	160 9 6	102 8 10	235 10 4	- - -	9 17 9	27 18 6	- - -	- - -	70 0 0
11. 373 18 8	33 0 1	40 17 4	136 10 1	- - -	2 6 8	0 19 8	- - -	- - -	30 0 0
12. 1,533 4 4	362 16 8	276 9 9	265 7 7	- - -	82 19 5	48 4 4	10 10 0	- - -	150 0 0
13. 1,364 8 4	383 18 6	154 10 11	466 15 1	- - -	- - -	52 9 3	- - -	- - -	130 0 0
14. 513 6 8	245 16 0	79 4 3	42 0 3	- - -	9 7 10	17 6 5	10 0 0	- - -	35 0 0
15. 573 6 8	142 6 1	124 15 9	247 17 5	- - -	8 16 0	8 19 4	19 0 0	30 0 0	50 0 0
16. 1,314 18 4	248 13 3	88 5 1	187 16 10	- - -	- - -	71 10 9	- - -	25 0 0	100 0 0
17. 388 15 10	197 3 1	51 5 8	0 17 6	- - -	25 18 4	15 13 0	6 6 0	15 0 0	35 0 0
18. 1,374 2 3	472 18 1	275 18 8	346 10 5	- - -	0 10 0	54 5 1	10 10 0	20 0 0	101 0 0
19. 114 2 4	a 75 18 7	- - -	- - -	- - -	- - -	13 1 10	- - -	- - -	14 0 0
20. 944 10 10	368 4 8	128 17 7	208 2 2	- - -	15 3 7	88 10 4	- - -	- - -	60 0 0
21. 358 1 8	88 2 5	101 11 6	44 17 9	- - -	- - -	8 6 8	4 0 0	8 0 0	20 0 0
22. 705 5 0	114 9 0	68 12 2	285 8 3	- - -	- - -	- - -	- - -	- - -	60 0 0
23. 379 6 8	92 16 5	117 16 5	43 4 0	- - -	- - -	23 13 3	4 4 0	5 5 0	20 0 0
24. 309 13 11	110 7 4	40 14 0	93 16 9	- - -	- - -	6 6 0	- - -	20 0 0	36 0 0
25. 1,619 4 2	401 15 2	217 9 9	476 16 10	- - -	- - -	88 0 4	65 0 0	26 5 0	80 0 0
26. 522 0 0	213 2 8	81 4 4	125 8 5	- - -	- - -	16 15 9	15 0 0	20 0 0	- - -
20,223 15 3	6,139 16 9	2,662 4 0	4,730 10 3	- - -	190 7 8	801 6 1	195 10 0	302 12 0	1,305 0 0

(Continued on page 48.)

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE.
COUNTY OF MONMOUTH.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. Abercarne - - - - -	- - -	- - -	- - -	- - -	14 3 9	- - -	344 7 10
2. Abergavenny - - - - -	- - -	538 10 5	- - -	b 765 0 0	14 2 9	- - -	2,694 17 0
3. Bigwear - - - - -	8 16 2	314 19 8	- - -	- - -	0 19 3	- - -	429 12 3
4. Chepstow - - - - -	32 2 6	- - -	- - -	- - -	0 10 0	- - -	868 8 10
5. Chepstow and Abergavenny, Shirenewton Branch - - -	4 16 2	- - -	- - -	- - -	1 10 2	- - -	145 4 6
6. Monmouth - - - - -	44 14 11	197 0 0	32 16 0	c 405 0 0	67 8 8	- - -	2,260 4 1
7. Newport - - - - -	6 8 0	39 0 11	327 0 7	- - -	e 76 7 8	- - -	2,152 18 5
8. Pontypool - - - - -	- - -	6 0 0	5 13 0	- - -	9 7 10	- - -	581 3 3
9. Usk District - - - - -	- - -	85 18 3	- - -	- - -	21 6 4	- - -	798 0 7
£	96 17 9	1,181 9 3	365 9 7	1,170 0 0	205 16 5	- - -	10,269 16 9
COUNTY OF NORFOLK.							
1. Aylsham and Cromer - - -	- - -	- - -	38 0 0	- - -	10 18 2	- - -	1,156 6 6
2. Ely to Downham ("The North District") - - - - -	- - -	5 1 10	- - -	115 12 11	24 7 8	- - -	408 15 1
3. Lynn, East Gate - - - - -	- - -	- - -	- - -	- - -	6 0 10	- - -	1,084 13 3
4. Lynn, South Gate - - - - -	- - -	52 0 0	13 0 0	- - -	22 13 3	- - -	1,026 9 3
5. Lynn and Wisbech - - - -	61 8 6	- - -	- - -	- - -	26 3 10	- - -	1,220 1 11
6. New Buckenham - - - - -	0 5 0	- - -	- - -	- - -	0 12 0	- - -	275 13 9
7. North Walsham - - - - -	- - -	80 10 0	- - -	- - -	7 4 5	- - -	409 15 7
8. Norwich and Fakenham - - -	4 0 6	102 0 0	- - -	- - -	11 15 6	- - -	627 6 10
9. Norwich and Soole - - - - -	13 15 8	12 0 0	- - -	- - -	14 9 0	- - -	355 19 2
10. Norwich, Swaffham, and Mattishall	10 18 0	- - -	323 8 1	- - -	6 4 0	- - -	1,028 19 4
11. Norwich and Watton - - - -	- - -	- - -	- - -	- - -	4 1 11	- - -	411 0 10
12. Norwich and Yarmouth - - -	- - -	20 0 0	- - -	- - -	45 2 2	- - -	612 15 10
13. Stoke Ferry - - - - -	- - -	31 5 0	- - -	200 0 0	24 9 8	- - -	511 3 8
14. Thetford - - - - -	0 5 0	- - -	- - -	- - -	4 5 10	- - -	399 11 3
15. Wells and Fakenham - - - -	26 8 4	114 10 6	- - -	g 117 0 0	12 10 0	- - -	418 9 6
£	117 1 0	417 7 4	374 8 1	432 12 11	220 18 3	- - -	9,947 2 7
COUNTY OF NORTHAMPTON.							
Banbury and Lutterworth Road:							
1. Banbury to Drayton - - - -	37 15 6	- - -	- - -	- - -	5 15 0	- - -	824 5 3
2. Lutterworth to Badby - - - -	18 6 3	- - -	- - -	- - -	4 6 6	- - -	510 13 5
3. Brackley Roads, Consolidated -	- - -	- - -	491 0 8	h 45 0 0	8 17 6	- - -	1,881 7 2
4. Buckingham and Hanwell, Lower Division - - - - -	33 17 4	- - -	- - -	- - -	8 4 0	- - -	714 3 1
5. Crowland and Eye - - - - -	- - -	34 2 9	- - -	i 65 0 0	6 1 3	- - -	117 4 0
6. Dunchurch - - - - -	20 10 6	- - -	- - -	- - -	14 19 0	- - -	545 12 4
7. Hardingstone to Old Stratford -	21 18 10	38 17 10	- - -	k 100 0 0	8 18 6	- - -	699 8 6
8. Higham Ferrers - - - - -	5 13 2	53 19 9	- - -	l 100 0 0	15 7 0	- - -	525 7 7
9. Kettering and Newport Pagnell -	25 18 10	115 10 0	- - -	400 0 0	9 10 6	- - -	1,341 16 10
10. Kettering and Northampton - -	26 7 5	5 14 1	- - -	- - -	7 4 2	- - -	645 10 7
11. Little Bowden and Rockingham -	16 0 0	60 13 3	- - -	m 50 0 0	15 16 2	- - -	386 3 3
12. Market Harborough and Brampton -	41 4 0	- - -	- - -	- - -	35 11 5	- - -	1,273 3 2
13. Market Harborough and Welford -	48 16 6	- - -	- - -	- - -	31 17 8	- - -	1,258 7 11
14. Northampton and Cold Brayfield -	34 7 6	29 2 9	- - -	n 14 5 0	2 17 6	- - -	519 7 6
15. Northampton to Newport Pagnell -	3 0 0	- - -	- - -	- - -	5 5 0	- - -	630 19 7
16. Old Stratford to Dunchurch - -	34 5 10	- - -	- - -	600 0 0	14 8 6	- - -	1,370 0 3
17. Oundle and Middleton Lane - - -	14 14 7	52 10 0	- - -	- - -	13 7 1	- - -	427 15 3
18. Peterborough and Wellingborough and Elton Branch - - - - -	- - -	14 15 0	- - -	- - -	19 9 3	- - -	1,315 16 1
19. Ditto, Clapton Branch - - - -	- - -	- - -	- - -	120 0 0	0 2 3	- - -	223 2 8
20. Stamford and Kettering - - - -	14 1 9	- - -	- - -	- - -	16 17 8	- - -	899 17 9
21. Thorney Road - - - - -	- - -	23 19 3	- - -	- - -	11 4 1	- - -	310 1 8
22. Towcester and Cotton End - - -	31 6 0	- - -	- - -	- - -	106 18 7	- - -	666 14 0
23. Wansford Road - - - - -	2 5 0	21 0 4	- - -	- - -	5 18 5	- - -	356 2 10
24. Wansford and Stamford - - - -	- - -	- - -	- - -	- - -	11 0 4	- - -	323 4 5
25. Warwick and Northampton - - -	36 19 0	- - -	- - -	- - -	53 17 6	- - -	1,446 3 7
26. Wellingborough and Northampton	5 10 0	18 10 6	14 16 0	- - -	19 17 4	- - -	530 5 0
£	472 18 0	468 15 6	505 16 8	1,494 5 0	453 12 2	- - -	19,722 14 1

(Continued from page 47.)

a Including 1,000*l.* not bearing interest. b For debts of 800*l.* c For debts of 450*l.*
g For debts of 200*l.* h For debts of 50*l.* i For debts of 100*l.* k For debts of 400*l.* l For debts of 10*l.*

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1868.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1868.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. <i>a</i> 3,721 15 3	1½	-	39 16 0	-	3,761 11 3	-	-	-	-	391 4 3	391 4 2
2. 15,105 10 0	3½	-	-	-	15,105 10 0	-	-	-	-	684 18 7	684 18 7
3. 11,723 0 0	3½	-	66 0 4	-	11,789 0 4	-	-	-	-	61 12 7	61 12 7
4. -	-	-	-	-	-	78 10 0	-	-	-	125 2 6	203 12 6
5. 2,600 0 0	4 & 5	-	2,809 0 0	-	5,409 0 0	-	-	-	-	73 15 10	78 15 10
6. <i>d</i> 4,835 0 0	4	-	-	-	4,835 0 0	-	-	-	-	322 12 7	322 12 7
7. 1,100 0 0	3	-	-	-	1,100 0 0	-	-	-	-	524 0 1	524 0 1
8. 1,000 0 0	3	7 10 0	23 10 0	-	1,031 0 0	-	-	-	-	123 5 0	128 5 0
9. 2,510 7 2	3½	-	-	-	2,510 7 2	-	-	-	-	159 6 11	159 6 11
42,595 12 5	-	7 10 0	2,938 6 4	-	45,541 8 9	78 10 0	-	-	-	2,465 18 3	2,544 8 3
1. 300 0 0	5	-	-	298 9 9	598 9 9	-	-	-	3 0 0	-	3 0 0
2. -	-	-	-	-	-	-	-	-	-	309 6 5	309 6 5
3. -	-	-	-	-	-	-	-	-	-	1,160 14 7	1,160 14 7
4. 1,300 0 0	4	-	-	-	1,300 0 0	-	-	-	-	272 7 10	272 7 10
5. -	-	-	-	-	-	-	-	-	-	408 3 11	408 3 11
6. -	-	-	-	-	-	-	-	-	-	41 16 0	41 16 0
7. 2,500 0 0	3½	-	69 0 0	68 7 3	2,637 7 3	-	-	-	-	-	-
8. 5,100 0 0	2	-	51 0 0	76 1 4	5,327 1 4	-	-	-	-	-	-
9. 300 0 0	4	-	-	156 2 2	456 2 2	-	-	-	-	-	-
10. -	-	-	-	-	-	-	-	-	-	1,042 18 6	1,042 18 6
11. -	-	-	-	-	-	-	-	-	-	149 5 6	149 5 6
12. 500 0 0	4	-	-	95 13 0	595 13 0	-	-	-	-	-	-
13. 575 0 0	4	-	288 0 0	-	863 0 0	-	-	-	-	241 4 6	241 4 6
14. -	-	-	-	-	-	-	-	-	-	2,272 14 3	2,272 14 3
15. 5,700 0 0	2	-	-	-	5,700 0 0	-	-	-	-	149 5 4	149 5 4
16,275 0 0	-	-	408 0 0	694 13 6	17,377 13 6	-	-	-	3 0 0	6,047 16 10	6,050 16 10
1. -	-	-	-	-	-	-	-	-	-	585 12 11	585 12 11
2. -	-	-	-	-	-	-	-	-	-	97 19 10	97 19 10
3. 3,300 0 0	None	-	-	-	3,300 0 0	-	-	-	-	181 10 3	181 10 3
4. -	-	-	-	-	-	-	-	-	-	98 12 3	98 12 3
5. 1,400 0 0	2½	-	2 10 0	-	1,402 10 0	-	-	-	-	70 5 1	70 5 1
6. -	-	-	-	-	-	-	-	-	-	65 14 0	65 14 0
7. 3,020 0 0	1	-	5 8 0	-	3,025 8 0	-	-	-	-	1 15 7	1 15 7
8. 1,653 0 0	3	-	-	-	1,653 0 0	-	-	-	-	290 7 5	290 7 5
9. 3,533 6 8	3½	-	351 9 8	-	3,884 16 4	-	-	-	-	746 3 8	746 3 8
10. 195 0 0	3	-	-	-	195 0 0	-	-	-	-	249 3 9	249 3 9
11. 2,288 0 0	3	-	269 3 5	-	2,557 3 5	-	-	-	-	577 9 8	577 9 8
12. <i>n</i> 12,691 0 0	4	115 10 9	521 15 11	-	13,328 6 8	-	-	-	-	556 13 1	556 13 1
13. -	-	12 12 0	-	-	12 12 0	-	-	-	-	70 12 1	70 12 1
14. 2,760 3 2	1	-	32 3 1	-	2,792 6 3	-	-	-	-	30 1 9	30 1 9
15. -	-	-	-	-	-	-	-	-	-	107 2 8	107 2 8
16. 4,200 0 0	None	-	-	297 9 4	4,497 9 4	89 6 8	-	28 0 0	-	39 6 8	39 6 8
17. 1,450 0 0	2½	-	45 0 0	-	1,495 0 0	-	-	-	-	38 7 9	38 7 9
18. 500 0 0	3½	-	22 0 0	-	522 0 0	9 13 4	-	-	-	288 1 1	292 14 5
19. 120 0 0	None	-	-	-	120 0 0	19 6 8	-	-	-	74 18 6	94 5 2
20. -	-	-	-	-	-	-	-	-	-	342 2 2	342 2 2
21. 700 0 0	3½	-	15 10 0	-	715 10 0	-	-	-	-	154 9 2	154 9 2
22. 4,869 0 0	5	-	16,528 4 0	10 2 2	21,407 6 2	-	-	-	-	-	-
23. <i>p</i> 515 2 11	3	-	-	-	515 2 11	-	-	-	-	87 18 11	87 18 11
24. 25 0 0	4	-	3 0 0	-	28 0 0	-	-	-	-	175 5 7	175 5 7
25. -	-	-	-	-	-	-	-	-	-	261 0 4	261 0 4
26. 430 0 0	5	-	49 16 3	15 13 2	495 9 5	-	-	-	-	-	-
43,649 12 9	-	128 2 9	17,846 0 4	323 4 8	61,947 0 6	68 6 8	-	28 0 0	-	5,146 7 6	5,242 14 2

d Including 185*l.* at 4½ per cent.*e* Including Romney Bridge annuity.*f* Exclusive of Romney Bridge debt.*m* For debts of 88*l.**n* Including 1,804*l.* at 5 per cent.*o* For a debt of 19*l.**p* Including 202*l.* 18*s.* 9*d.* at 4½ per cent.

1. NAMES OF COUNTIES AND TRUSTS.	2.		3.		INCOME.					
	Balance in Treasurers' Hands on 1st Jan. 1868.		Balance due to the Treasurers on 1st Jan. 1868.		4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.
	£ s. d.		£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
COUNTY OF NORTHUMBER- LAND.										
1. Alemouth and Hexham, Eastern District - - -	27 9 9	- - -	- - -	- - -	500 0 0	- - -	- - -	- - -	46 2 0	- - -
2. Allendale - - -	94 10 5	- - -	- - -	- - -	1,258 19 11	- - -	- - -	0 17 6	15 13 0	- - -
3. Alnwick and Eglingham - - -	- - -	51 11 8	- - -	- - -	228 0 0	- - -	- - -	- - -	- - -	- - -
4. Berwick, Norham, and Islandshires - - -	309 13 8	- - -	- - -	- - -	3,606 10 4	733 9 7	- - -	1 13 9	3 0 0	- - -
5. Cow Cawsey and Buckton Burn - - -	- - -	383 17 0	- - -	- - -	1,688 16 4	- - -	- - -	- - -	81 10 4	- - -
6. Elsdon and Reedwater - - -	1 0 8	- - -	- - -	- - -	148 19 2	- - -	- - -	- - -	21 0 0	- - -
7. Ford and Lowick - - -	- - -	293 9 2	- - -	- - -	990 7 0	303 5 1	- - -	0 5 0	10 0 0	- - -
8. Hexham - - -	154 10 8	- - -	- - -	- - -	482 0 0	152 2 10	- - -	- - -	37 0 0	- - -
9. Newcastle-upon-Tyne to Carlisle - - -	176 0 0	- - -	- - -	- - -	575 0 0	116 4 10	- - -	- - -	7 10 0	- - -
10. North Shields and Newcastle-upon-Tyne - - -	13 6 10	- - -	- - -	- - -	610 18 0	- - -	- - -	- - -	12 0 0	- - -
11. Ponteland - - -	64 6 2	- - -	- - -	- - -	1,000 0 0	- - -	- - -	- - -	38 15 0	- - -
12. Shields and Morpeth - - -	245 18 7	- - -	- - -	- - -	840 11 8	- - -	- - -	- - -	13 10 0	- - -
13. Wooler and Adderstone - - -	57 6 9	- - -	- - -	- - -	274 7 6	- - -	- - -	- - -	- - -	- - -
14. Wooler and Breamish - - -	495 5 7	- - -	- - -	- - -	1,016 15 0	- - -	- - -	- - -	27 6 0	- - -
£	1,639 9 1		728 17 5		13,221 4 11	1,305 2 4	- - -	2 16 3	313 6 4	- - -
COUNTY OF NOTTINGHAM.										
1. Bawtry and Scrooby - - -	190 12 0	- - -	- - -	- - -	618 10 0	- - -	- - -	- - -	11 18 6	- - -
2. Bingham - - -	119 0 4	- - -	- - -	- - -	272 10 0	32 3 8	- - -	- - -	- - -	- - -
3. Clown and Buddy - - -	280 6 8	- - -	- - -	- - -	66 0 0	- - -	- - -	- - -	6 0 5	- - -
4. Dunham Ferry - - -	12 18 11	- - -	- - -	- - -	85 0 0	- - -	- - -	- - -	14 2 9	- - -
5. Foston Bridge to Little Drayton - - -	1,727 5 4	- - -	- - -	- - -	584 0 0	- - -	- - -	- - -	74 10 2	- - -
6. Hockerton and Kirklington - - -	249 8 2	- - -	- - -	- - -	249 6 8	- - -	150 10 0	- - -	- - -	- - -
7. Kirkby and Pinxton - - -	115 16 4	- - -	- - -	- - -	180 0 0	- - -	- - -	- - -	- - -	- - -
8. Mansfield and Tibshelf - - -	45 13 4	- - -	- - -	- - -	515 19 8	- - -	- - -	- - -	10 0 0	- - -
9. Mansfield to Worksop - - -	338 2 11	- - -	- - -	- - -	871 0 0	- - -	- - -	- - -	- - -	- - -
10. Nottingham and Derby, Eastern Division - - -	11 9 8	- - -	- - -	- - -	869 16 0	- - -	- - -	- - -	0 17 8	- - -
11. Nottingham and Grantham, Western Division - - -	- - -	55 17 9	- - -	- - -	918 0 0	- - -	- - -	0 2 3	- - -	- - -
12. Nottingham and Ilkeston - - -	35 4 4	- - -	- - -	- - -	825 0 0	- - -	- - -	0 4 9	3 5 6	- - -
13. Nottingham and Kettering, Northern District - - -	1,483 2 1	- - -	- - -	- - -	335 0 0	- - -	- - -	0 1 9	42 7 10	- - -
14. Nottingham and Loughborough - - -	399 5 4	- - -	- - -	- - -	890 16 8	- - -	1 0 0	- - -	5 7 3	- - -
15. Nottingham and Mansfield - - -	161 6 6	- - -	- - -	- - -	1,070 0 0	- - -	- - -	- - -	9 1 0	- - -
16. Nottingham and Newhaven, First District - - -	74 9 6	- - -	- - -	- - -	2,220 0 0	- - -	- - -	- - -	3 2 4	- - -
17. Retford and Gainsborough - - -	273 10 8	- - -	- - -	- - -	500 0 0	150 5 0	- - -	- - -	4 2 6	- - -
18. Retford and Littleborough - - -	- - -	1,672 1 1	- - -	- - -	268 0 0	72 0 0	- - -	- - -	6 7 0	- - -
19. Worksop to Kelham - - -	646 9 0	- - -	- - -	- - -	608 6 8	153 18 2	- - -	0 2 6	- - -	- - -
20. Worksop to Retford - - -	127 1 1	- - -	- - -	- - -	475 10 0	- - -	- - -	- - -	- - -	- - -
£	6,291 1 9		1,727 18 10		12,422 15 8	408 6 10	151 10 0	0 11 3	191 2 11	- - -
COUNTY OF OXFORD.										
1. Asthall and Buckland - - -	46 2 4	- - -	- - -	- - -	218 0 0	92 15 4	- - -	- - -	- - -	- - -
2. Aylesbury, Thame, Oxford, and Shillingford - - -	93 15 3	- - -	- - -	- - -	1,185 0 0	- - -	- - -	1 9 2	45 0 0	- - -
3. Banbury, Brailes, and Barcheston - - -	38 11 11	- - -	- - -	- - -	802 10 0	- - -	- - -	- - -	- - -	- - -
4. Barrington and Campsfield - - -	- - -	65 10 7	- - -	- - -	463 11 11	- - -	- - -	- - -	1 2 6	- - -
5. Bicester, Aynho, and Fimmere - - -	189 18 5	- - -	- - -	- - -	502 0 0	- - -	- - -	- - -	- - -	- - -
6. Botley and Newland - - -	843 0 11	- - -	- - -	- - -	1,325 0 0	- - -	- - -	- - -	- - -	- - -
7. Burford, Chipping Norton, Banbury, and Aynho - - -	149 7 6	- - -	- - -	- - -	1,387 2 3	- - -	- - -	- - -	6 6 0	- - -
8. Charlbury Roads - - -	230 19 9	- - -	- - -	- - -	546 10 0	125 6 7	- - -	- - -	- - -	- - -
9. Deddington and Kidlington - - -	- - -	309 10 9	- - -	- - -	542 14 3	167 1 0	- - -	0 4 0	20 7 8	- - -
10. Drayton Lane to Edgehill - - -	8 4 10	- - -	- - -	- - -	241 0 0	62 3 0	- - -	- - -	- - -	- - -
11. Enstone, Heyford Bridge, Bicester, Weston, and Kirtlington - - -	245 13 0	- - -	- - -	- - -	795 0 0	- - -	- - -	- - -	6 0 0	- - -
12. Faringdon and Burford - - -	5 14 2	- - -	- - -	- - -	352 0 0	- - -	- - -	- - -	- - -	- - -
13. Galley Hill and Clanfield Cross - - -	45 14 6	- - -	- - -	- - -	136 0 0	90 4 7	- - -	- - -	- - -	- - -
14. Gosford Road - - -	405 1 11	- - -	- - -	- - -	182 6 8	- - -	- - -	- - -	2 18 6	- - -
a Contract work. b For ½ year. c For 2 years. d Including materials, &c.										

EXPENDITURE.										
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Treasurer.	Clerk.	Surveyor.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. 546 2 0	217 15 0	133 15 3	123 16 1	- - -	2 3 0	25 13 1	- - -	20 0 0	25 0 0	25 0 0
2. 1,275 10 5	376 9 6	167 4 8	202 11 5	- - -	6 4 2	53 4 8	30 0 0	30 0 0	60 0 0	60 0 0
3. 228 0 0	a 158 2 6	- - -	- - -	- - -	- - -	0 13 4	4 0 0	- - -	- - -	- - -
4. 4,344 13 8	a 1,635 0 0	- - -	- - -	- - -	- - -	156 11 6	30 0 0	40 0 0	77 10 8	77 10 8
5. 1,770 6 8	637 0 5	165 13 3	212 8 5	- - -	16 4 10	99 19 4	b 15 0 0	c 100 0 0	125 0 0	125 0 0
6. 169 19 2	37 18 0	7 16 0	46 10 9	- - -	0 7 0	9 4 1	- - -	10 0 0	- - -	- - -
7. 1,303 17 1	303 13 2	158 4 8	198 0 0	- - -	- - -	34 3 7	- - -	15 0 0	50 0 0	50 0 0
8. 671 2 10	319 10 5	88 4 2	9 18 0	- - -	6 0 2	17 4 11	10 0 0	20 0 0	50 0 0	50 0 0
9. 698 14 10	254 17 4	72 19 0	57 4 7	- - -	6 8 10	11 10 8	20 0 0	20 0 0	45 0 0	45 0 0
10. 622 18 0	77 12 3	22 8 0	53 14 7	- - -	- - -	16 5 2	5 0 0	15 0 0	5 0 0	5 0 0
11. 1,038 15 0	896 6 7	115 1 9	127 12 9	- - -	6 18 0	37 10 7	20 0 0	- - -	50 0 0	50 0 0
12. 854 1 8	368 14 7	158 10 4	113 14 5	- - -	- - -	24 0 10	- - -	20 0 0	48 0 0	48 0 0
13. 274 7 6	79 5 8	58 5 8	97 19 5	- - -	- - -	15 18 2	7 10 0	12 10 0	7 10 0	7 10 0
14. 1,044 1 0	216 0 5	264 7 4	263 4 2	- - -	3 10 0	38 13 9	25 0 0	12 10 0	40 0 0	40 0 0
14,842 9 10	5,078 5 10	1,412 10 1	1,506 14 7	- - -	47 16 0	540 18 8	166 10 0	315 0 0	583 0 8	583 0 8
1. 630 8 6	233 9 6	34 10 1	80 14 4	- - -	- - -	7 5 5	- - -	20 0 0	25 0 0	25 0 0
2. 304 13 8	175 10 0	11 3 9	53 17 0	- - -	- - -	10 1 9	- - -	25 0 0	40 0 0	40 0 0
3. 72 0 5	- - -	- - -	- - -	- - -	- - -	13 19 9	0 1 2	2 2 0	5 0 0	5 0 0
4. 99 2 9	35 6 6	11 12 7	11 11 10	- - -	- - -	4 11 11	- - -	10 0 0	- - -	- - -
5. 658 10 2	375 19 5	171 4 6	153 3 6	- - -	- - -	58 6 6	- - -	60 0 0	70 0 0	70 0 0
6. 399 16 8	- - -	- - -	- - -	- - -	- - -	- - -	- - -	5 0 0	20 0 0	20 0 0
7. 180 0 0	d 24 0 0	- - -	- - -	- - -	- - -	0 13 0	- - -	12 8 6	- - -	- - -
8. 525 19 8	129 9 9	51 13 5	92 10 8	- - -	- - -	13 3 2	5 5 0	15 0 0	37 0 0	37 0 0
9. 871 0 0	106 14 3	45 2 0	46 0 7	- - -	- - -	21 6 2	- - -	37 1 0	30 0 0	30 0 0
10. 870 13 8	a 645 0 0	- - -	- - -	- - -	- - -	26 5 0	- - -	21 0 0	30 0 0	30 0 0
11. 918 2 3	a 275 0 0	- - -	- - -	- - -	- - -	38 19 10	- - -	21 0 0	5 0 0	5 0 0
12. 828 10 3	e 170 0 0	- - -	- - -	- - -	- - -	18 1 10	- - -	21 0 0	10 0 0	10 0 0
13. 377 9 7	a 228 0 0	- - -	- - -	- - -	- - -	21 16 8	- - -	21 0 0	16 0 0	16 0 0
14. 897 3 11	122 5 2	30 0 0	24 13 3	- - -	- - -	48 15 3	- - -	- - -	40 0 0	40 0 0
15. 1,079 1 0	a 383 0 0	- - -	- - -	- - -	- - -	59 2 7	- - -	21 0 0	35 0 0	35 0 0
16. 2,323 2 4	a 1,064 8 6	- - -	- - -	- - -	- - -	38 10 1	- - -	40 0 0	50 0 0	50 0 0
17. 654 7 6	d 195 0 0	- - -	- - -	- - -	1 10 0	3 16 10	- - -	20 0 0	- - -	- - -
18. 346 7 0	60 14 0	17 19 7	58 1 5	- - -	- - -	5 18 9	- - -	20 0 0	10 0 0	10 0 0
19. 762 7 4	139 1 3	56 12 2	95 19 5	- - -	- - -	31 5 3	- - -	42 12 10	42 0 0	42 0 0
20. 475 10 0	63 1 3	17 3 9	39 2 8	- - -	- - -	22 9 4	- - -	29 4 4	30 0 0	30 0 0
13,174 6 8	4,425 19 7	447 1 10	655 14 8	- - -	1 10 0	444 9 1	5 6 2	443 8 8	495 0 0	495 0 0
1. 310 15 4	195 19 10	2 14 0	- - -	- - -	2 5 0	6 12 0	- - -	12 10 0	20 0 0	20 0 0
2. 1,231 9 2	343 17 4	- - -	f 504 9 2	- - -	- - -	19 6 2	10 0 0	25 0 0	60 0 0	60 0 0
3. 802 10 0	182 13 11	80 3 0	131 16 5	- - -	43 13 2	17 19 0	- - -	21 0 0	10 8 0	10 8 0
4. 464 14 5	g 303 13 1	28 16 5	59 0 5	- - -	- - -	35 5 11	10 0 0	30 0 0	- - -	- - -
5. 502 0 0	213 2 8	49 17 11	16 3 0	- - -	- - -	15 2 4	5 5 0	25 0 0	25 0 0	25 0 0
6. 1,325 0 0	d 490 0 0	- - -	- - -	- - -	21 18 6	14 0 8	- - -	21 0 0	20 0 0	20 0 0
7. 1,333 8 3	532 4 3	256 2 0	337 19 5	- - -	43 7 0	21 1 7	- - -	37 2 0	110 0 0	110 0 0
8. 671 16 7	a 232 0 0	- - -	4 4 11	- - -	- - -	19 14 6	10 0 0	- - -	20 0 0	20 0 0
9. 730 6 11	246 8 0	146 8 0	131 7 9	- - -	- - -	2 1 0	- - -	25 0 0	15 0 0	15 0 0
10. 303 3 0	68 12 2	69 18 5	115 15 7	- - -	2 11 9	14 1 8	- - -	10 0 0	20 0 0	20 0 0
11. 801 0 0	382 7 2	164 14 4	17 13 11	- - -	0 17 6	20 2 8	5 5 0	25 0 0	40 0 0	40 0 0
12. 352 0 0	50 5 2	29 8 7	72 16 3	- - -	0 10 10	10 5 6	10 0 0	21 0 0	- - -	- - -
13. 226 4 7	134 16 1	20 10 10	- - -	- - -	1 10 0	8 7 9	5 0 0	12 10 0	20 0 0	20 0 0
14. 185 5 2	57 7 8	46 4 2	78 15 0	- - -	4 3 4	21 7 5	- - -	12 12 0	20 16 0	20 16 0

e Allowance to parishes.

f Including team labour.

g Including contract work.

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20.	21.	22.	23.	24.	25.	26.
	Law Charges.	Interest of Debt.	Improvements.	Debts paid off.	Incidental Expenses.	Estimated Value of Statute Duty performed.	TOTAL EXPENDITURE
COUNTY OF NORTHUMBER- LAND.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. Alenmouth and Hexham, Eastern District - - - - -	- - -	- - -	- - -	- - -	18 16 8	- - -	566 19 1
2. Allendale - - - - -	- - -	- - -	- - -	400 0 0	14 18 6	- - -	1,840 12 11
3. Alnwick and Eglington - - -	- - -	- - -	- - -	- - -	9 7 5	- - -	172 3 8
4. Berwick, Norham, and Islandshires	38 4 8	541 8 11	42 12 8	a 1,602 10 0	20 14 6	- - -	4,179 12 6
5. Cow Cawsey and Buckton Burn -	- - -	39 0 0	- - -	- - -	18 11 11	- - -	1,428 18 2
6. Elsdon and Reedwater - - -	- - -	17 11 0	- - -	- - -	6 14 3	- - -	136 1 1
7. Ford and Lowick - - - - -	290 0 9	107 11 2	- - -	- - -	14 17 10	- - -	1,171 11 2
8. Hexham - - - - -	5 13 10	8 15 6	- - -	147 5 0	6 1 11	- - -	688 13 11
9. Newcastle-upon-Tyne to Carlisle -	- - -	17 1 6	- - -	100 0 0	4 5 0	- - -	609 6 11
10. North Shields and Newcastle-upon- Tyne - - - - -	8 8 5	142 10 0	- - -	280 0 0	3 6 0	- - -	629 4 5
11. Ponteland - - - - -	34 15 4	271 10 9	- - -	- - -	7 1 0	- - -	1,066 16 9
12. Shields and Morpeth - - - -	- - -	- - -	- - -	c 125 0 0	- - -	- - -	858 0 2
13. Wooler and Adderstone - - -	8 1 6	- - -	- - -	- - -	11 13 6	- - -	293 13 11
14. Wooler and Breamish - - - -	- - -	183 13 6	- - -	- - -	28 10 4	- - -	1,075 9 6
£	375 4 6	1,329 2 4	42 12 8	2,654 15 0	164 18 10	- - -	14,217 3 9
COUNTY OF NOTTINGHAM.							
1. Bawtry and Scrooby - - - - -	8 8 0	- - -	300 0 0	- - -	12 12 0	- - -	716 14 4
2. Bingham - - - - -	6 14 10	- - -	60 0 0	- - -	13 3 5	- - -	395 10 9
3. Clown and Budby - - - - -	10 7 7	- - -	- - -	- - -	0 10 11	- - -	32 1 5
4. Dunham Ferry - - - - -	- - -	- - -	- - -	- - -	0 18 6	- - -	74 1 4
5. Foston Bridge to Little Drayton -	1 8 1	- - -	- - -	- - -	33 10 11	- - -	923 12 11
6. Hockerton and Kirklington - -	22 4 2	17 11 11	- - -	200 0 0	2 0 9	150 10 0	417 6 10
7. Kirkby and Pinxton - - - - -	- - -	13 10 0	- - -	- - -	4 11 0	- - -	55 2 6
8. Mansfield and Tibshelf - - - -	- - -	92 18 0	- - -	- - -	14 15 0	- - -	451 15 0
9. Mansfield to Worksop - - - - -	- - -	75 19 5	- - -	d 396 15 6	1 2 0	- - -	760 0 11
10. Nottingham and Derby, Eastern Division - - - - -	- - -	10 2 8	- - -	- - -	63 4 7	- - -	795 12 8
11. Nottingham and Grantham, Western Division - - - - -	14 15 8	79 6 11	- - -	e 372 18 11	20 1 9	- - -	827 3 1
12. Nottingham and Ilkeston - - -	6 1 6	86 4 0	- - -	501 0 0	13 12 10	- - -	826 0 2
13. Nottingham and Kettering, Northern District - - - - -	9 2 6	- - -	- - -	- - -	f 103 2 2	- - -	399 1 4
14. Nottingham and Loughborough -	18 19 0	233 15 10	- - -	g 293 10 0	19 7 9	1 0 0	832 6 8
15. Nottingham and Mansfield - -	4 17 4	188 4 6	- - -	400 0 0	48 16 6	- - -	1,140 0 11
16. Nottingham and Newhaven, First District - - - - -	- - -	7 12 5	255 12 2	250 0 0	96 19 0	- - -	1,803 2 2
17. Retford and Gainsborough - -	- - -	180 5 6	- - -	h 286 15 0	1 10 0	- - -	688 17 4
18. Retford and Littleborough - -	- - -	10 0 0	16 10 0	50 0 0	0 18 6	- - -	250 2 8
19. Worksop to Kelham - - - - -	- - -	408 0 11	- - -	- - -	1 7 6	- - -	816 19 4
20. Worksop to Retford - - - - -	- - -	187 10 7	- - -	i 200 0 0	1 0 6	- - -	589 12 5
£	97 13 8	1,591 2 8	632 2 2	2,950 19 5	453 5 7	151 10 0	12,795 3 6
COUNTY OF OXFORD.							
1. Asthall and Buckland - - - - -	16 18 4	24 8 4	- - -	- - -	5 2 0	- - -	286 9 6
2. Aylesbury, Thame, Oxford, and Shillingford - - - - -	- - -	162 0 0	- - -	- - -	12 3 8	- - -	1,136 16 4
3. Banbury, Brailes, and Barcheston	- - -	130 6 5	- - -	18 0 0	10 10 11	- - -	645 10 10
4. Barrington and Campsfield - -	10 12 10	5 0 0	- - -	- - -	7 8 4	- - -	489 17 0
5. Bicester, Aynho, and Finmere -	- - -	65 11 0	- - -	- - -	5 3 6	- - -	420 5 5
6. Botley and Newland - - - - -	17 2 0	269 8 6	181 0 0	k 360 0 0	43 16 9	- - -	1,458 6 5
7. Burford, Chipping Norton, Ban- bury, and Aynho - - - - -	- - -	- - -	53 18 4	- - -	11 18 0	- - -	1,453 12 7
8. Charlbury Roads - - - - -	33 16 8	36 8 0	2 0 0	l 188 0 0	24 18 10	- - -	571 2 11
9. Deddington and Kidlington - -	- - -	33 0 0	- - -	- - -	14 0 3	- - -	613 5 0
10. Drayton Lane to Edgehill - - -	- - -	- - -	- - -	- - -	0 18 0	- - -	301 17 7
11. Enstone, Heyford Bridge, Bicester, Weston, and Kirtlington - - -	5 2 9	103 9 6	- - -	m 25 0 0	7 7 3	- - -	797 0 1
12. Faringdon and Burford - - - -	- - -	134 17 1	- - -	- - -	9 10 1	- - -	338 13 6
13. Galley Hill and Clanfield Cross -	18 14 4	21 18 1	- - -	- - -	2 12 0	- - -	240 19 1
14. Gosford Road - - - - -	5 7 0	- - -	- - -	- - -	0 11 8	- - -	247 4 3
a For debts of 1,766 <i>l.</i> 13 <i>s.</i> 4 <i>d.</i> g For debts of 40 <i>l.</i> -			b Including 3,875 <i>l.</i> not bearing interest. h For debts of 333 <i>l.</i> 6 <i>s.</i> 8 <i>d.</i>		c For debts of 350 <i>l.</i> i For debts of 205 <i>l.</i>		

(Continued from page 51.)

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1868.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1868.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1.	-	-	-	-	-	-	-	-	-	6 12 8	6 12 8
2.	8,200 0 0	None	-	-	8,200 0 0	-	-	-	-	29 7 11	29 7 11
3.	-	-	286 11 4	-	236 11 4	-	-	-	-	4 5 6	4 5 6
4.	16,492 0 0	8½	-	364 19 7	16,856 19 7	-	-	-	-	474 14 10	474 14 10
5.	900 0 0	5	-	-	942 8 6	-	-	-	-	-	-
6.	565 0 0	3	-	-	565 0 0	-	-	-	-	34 18 9	34 18 9
7.	4,299 0 0	8	-	-	4,460 3 3	-	-	-	-	-	-
8.	64,475 0 0	1½	-	-	4,475 0 0	-	-	-	-	136 19 7	136 19 7
9.	400 0 0	3½	-	-	400 0 0	-	-	-	-	265 7 11	265 7 11
10.	5,420 0 0	2½	1,339 0 10	-	6,759 0 10	-	-	-	-	7 0 5	7 0 5
11.	13,577 0 0	2	-	-	13,577 0 0	-	-	-	-	36 4 5	36 4 5
12.	5,300 0 0	None	-	-	5,300 0 0	-	-	-	-	242 0 1	242 0 1
13.	-	-	-	-	-	-	-	-	-	38 0 4	38 0 4
14.	6,000 0 0	8	-	-	6,000 0 0	-	-	-	270 0 9	463 17 1	733 17 10
65,628 0 0						-	-	-	-	1,739 9 6	2,009 10 3
1.	-	-	-	-	-	-	-	-	-	104 6 2	104 6 2
2.	-	-	-	-	-	-	-	-	-	28 3 3	253 0 5
3.	7,616 15 3	1d.	-	-	7,616 15 3	-	-	-	224 17 2	320 5 8	320 5 8
4.	-	-	-	-	-	-	-	-	-	38 0 4	38 0 4
5.	-	-	-	-	-	-	-	-	-	1,462 2 7	1,462 2 7
6.	680 0 0	2	-	-	680 0 0	-	-	-	-	231 18 0	231 18 0
7.	450 0 0	3	-	-	450 0 0	-	-	-	110 0 0	240 13 10	350 13 10
8.	2,322 10 0	4	-	-	2,322 10 0	144 13 4	-	-	-	119 18 0	264 11 4
9.	1,133 0 0	4	60 18 0	45 6 8	1,239 4 8	-	-	-	-	449 2 0	449 2 0
10.	250 0 0	4	-	-	250 0 0	-	-	-	-	86 11 1	86 11 1
11.	2,142 5 0	3	-	-	2,142 5 0	-	-	-	-	35 1 5	35 1 5
12.	2,161 13 8	3	-	-	2,161 13 8	-	-	-	-	37 14 5	37 14 5
13.	-	-	-	-	-	-	-	-	-	1,461 10 4	1,461 10 4
14.	7,000 0 0	3½	-	-	7,000 0 0	74 3 4	-	4 11 3	-	464 3 0	543 17 7
15.	4,350 0 0	4	-	-	4,350 0 0	-	-	-	-	100 6 7	100 6 7
16.	-	-	-	-	-	-	-	-	-	494 9 8	494 9 8
17.	7,166 13 4	2½	-	-	7,166 13 4	-	-	-	-	239 0 5	239 0 5
18.	200 0 0	4	-	-	1,775 16 4	-	-	-	-	-	-
19.	8,651 0 0	5	154 7 10	675 1 3	9,480 9 1	-	-	-	-	591 17 0	591 17 0
20.	4,845 0 0	4	80 10 8	-	4,425 10 8	-	-	-	-	12 18 8	12 18 8
48,468 17 8						218 16 8	-	4 11 3	334 17 2	6,518 2 5	7,076 7 6
1.	1,220 17 8	2	-	-	1,220 17 8	-	-	-	-	70 8 2	70 8 2
2.	3,600 0 0	4½	-	127 15 0	3,727 15 0	-	-	-	-	188 8 1	188 8 1
3.	4,326 0 0	3	-	118 19 4	4,444 19 4	-	-	-	-	195 11 1	195 11 1
4.	100 0 0	5	114 4 0	3 10 6	308 7 8	-	-	-	-	-	-
5.	1,595 0 0	4	-	64 0 0	1,659 0 0	-	-	-	-	271 13 0	271 13 0
6.	10,700 0 0	3	-	394 0 0	11,094 0 0	-	-	-	-	729 14 6	729 14 6
7.	-	-	-	-	-	-	-	-	-	89 3 2	89 3 2
8.	1,262 10 0	2½	-	-	1,362 10 0	42 10 0	-	-	4 0 6	331 13 5	378 3 11
9.	1,100 0 0	3	-	33 0 0	1,325 8 10	-	-	-	-	-	-
10.	-	-	10 0 0	-	10 0 0	-	-	-	-	9 10 3	9 10 3
11.	3,377 0 0	3	-	96 0 0	3,473 0 0	-	-	-	-	249 12 11	249 12 11
12.	2,150 0 0	5	11 14 1	43 18 8	2,305 12 9	-	-	-	-	19 0 8	19 0 8
13.	730 0 0	3	-	-	730 0 0	-	-	-	-	31 0 0	31 0 0
14.	-	-	-	-	-	-	-	-	-	343 2 10	343 2 10

d For debts of 455l.

e For debts of 414l. 15s.

f Including 80l. to Southern Division, and 8l. 2s. 5d. to Centre Division.

k For debts of 600l.

l For debts of 200l.

m For debts of 50l.

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands on 1st Jan. 1868.	3. Balance due to the Treasurers on 1st Jan. 1868.	INCOME.					
			4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toli.
COUNTY OF OXFORD—cont.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
15. Henley and Dorchester - -	286 7 11	- - -	975 13 4	- - -	- - -	- - -	6 0 0	- - -
16. St. Clement's - - -	1,555 2 11	- - -	908 6 8	- - -	- - -	- - -	5 0 0	- - -
17. Stokenchurch and Woodstock - -	539 19 9	- - -	1,602 0 0	- - -	- - -	- - -	32 3 10	- - -
18. Ditto, Islip Branch - - -	- - -	- - -	94 0 0	- - -	- - -	- - -	- - -	- - -
19. Thame and Bicester - - -	17 8 0	- - -	435 0 0	- - -	- - -	- - -	40 0 0	- - -
20. Thame and Postcombe - - -	8 19 2	- - -	145 0 0	- - -	- - -	- - -	- - -	- - -
21. Woodstock and Rollright Lane - -	43 12 9	- - -	422 10 0	- - -	- - -	- - -	0 2 0	- - -
£	4,753 15 0	375 1 4	13,261 5 1	537 10 6	- - -	1 13 2	165 0 6	- - -
COUNTY OF RUTLAND.								
1. Grantham, South District - -	16 3 9	- - -	406 0 0	- - -	- - -	0 4 0	1 15 0	- - -
2. Leicester and Peterborough, Up- pingham District - - -	101 5 9	- - -	413 14 5	- - -	- - -	- - -	c 335 10 6	- - -
3. Nottingham and Kettering, South Division - - -	4 17 8	- - -	505 3 0	- - -	- - -	- - -	d 91 12 0	- - -
4. Oakham - - -	- - -	16 18 6	454 15 0	- - -	- - -	- - -	- - -	- - -
£	122 7 2	16 18 6	1,779 12 5	- - -	- - -	0 4 0	428 17 6	- - -
COUNTY OF SALOP.								
1. Bishop's Castle, First District - -	- - -	254 0 5	1,194 0 11	334 14 6	- - -	- - -	32 18 5	- - -
2. Bridgnorth and Shiffnal - - -	43 6 3	- - -	204 5 1	80 0 0	- - -	- - -	0 3 6	- - -
3. Burliton and Llanymynech - - -	4 5 2	- - -	303 5 0	- - -	- - -	- - -	- - -	- - -
4. Cleobury Mortimer District - - -	105 8 10	- - -	826 13 4	- - -	- - -	- - -	20 11 4	- - -
5. Cleobury North and Ditton Priors -	71 1 0	- - -	348 10 0	54 0 0	- - -	- - -	15 0 0	- - -
6. Coalbrookdale and Wellington - -	244 4 3	- - -	294 11 8	- - -	- - -	- - -	1 5 0	- - -
7. Ellesmere District - - -	446 12 0	- - -	469 6 1	- - -	- - -	- - -	2 2 0	- - -
8. Ellesmere, Wem Division - - -	101 19 11	- - -	151 0 0	- - -	- - -	- - -	10 0 0	- - -
9. Leighton and Buildwas - - -	165 12 7	- - -	82 13 4	- - -	- - -	- - -	2 16 5	- - -
10. Ludlow Roads (Three Districts consolidated) - - -	674 18 8	- - -	2,676 10 8	- - -	- - -	- - -	22 13 8	- - -
11. Minsterley and Churchstoke - - -	54 19 1	- - -	266 0 5	76 10 0	- - -	- - -	- - -	- - -
12. Morville and Shipton - - -	76 12 3	- - -	101 8 4	79 16 0	- - -	- - -	- - -	- - -
13. Oswestry - - -	38 3 9	- - -	2,692 10 5	- - -	- - -	- - -	87 2 3	- - -
14. Preston Brockhurst - - -	451 10 2	- - -	1,340 0 0	- - -	- - -	- - -	28 3 10	- - -
15. Shiffnal District - - -	42 7 0	- - -	295 3 4	- - -	- - -	- - -	- - -	- - -
16. Shrewsbury (Nine Districts) - - -	344 7 0	- - -	1,917 12 3	25 4 0	- - -	4 1 6	74 4 2	- - -
17. Shrewsbury, Wenlock, and Bridg- north - - -	398 15 0	- - -	1,292 11 6	- - -	- - -	- - -	12 1 0	- - -
18. Wem and Bron-y-Garth, First District - - -	278 5 8	- - -	455 16 8	- - -	- - -	- - -	8 0 0	- - -
19. Ditto, Second District - - -	- - -	543 10 10	25 10 11	- - -	- - -	- - -	- - -	979 15 4
20. Weston Gate (Bewdley Act) - - -	155 7 4	- - -	184 15 9	40 0 0	- - -	- - -	2 19 5	- - -
21. Whitechurch and Madeley - - -	262 19 2	- - -	600 0 0	- - -	- - -	- - -	38 17 11	- - -
£	3,960 15 1	797 11 3	15,722 5 8	690 4 6	- - -	4 1 6	338 18 11	979 15 4
COUNTY OF SOMERSET.								
1. Bath - - -	992 5 1	- - -	5,732 4 1	- - -	- - -	- - -	161 0 0	- - -
2. Black Dog - - -	142 5 3	- - -	1,385 0 0	235 15 0	- - -	- - -	57 7 0	- - -
3. Bridgwater - - -	210 12 11	- - -	3,120 0 0	- - -	- - -	- - -	14 18 0	- - -
4. Bruton - - -	345 4 6	- - -	1,190 8 4	- - -	- - -	- - -	- - -	- - -
5. Chard - - -	- - -	66 15 10	742 17 6	- - -	- - -	- - -	- - -	- - -
6. Crewkerne - - -	99 17 0	- - -	1,570 0 0	- - -	- - -	0 7 0	- - -	- - -
7. Frome - - -	398 15 8	- - -	1,345 7 9	- - -	- - -	- - -	118 5 0	- - -
8. High Ham and Ashcott - - -	53 8 10	- - -	49 0 0	- - -	- - -	- - -	- - -	- - -

a Paid to parishes.

b Including team labour.

c Including 328*l.* 10*s.* received from Leicester District.

EXPENDITURE.										
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	
TOTAL	Manual	Team Labour	Materials	Land	Damage	Tradesmen's	Salaries of			
INCOME.	Labour.	and Carriage of Materials.	for Surface Repairs.	purchased.	done in obtaining Materials.	Bills.	Treasurer.	Clerk.	Surveyor.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
15. 981 13 4	224 18 8	196 3 5	239 12 1	- - -	13 10 0	34 0 2	- - -	100 0 0	150 0 0	
16. 913 6 8	- - -	- - -	- - -	- - -	- - -	29 14 8	- - -	- - -	- - -	
17. 1,634 8 10	292 5 11	316 9 9	506 19 3	- - -	1 1 6	18 1 7	- - -	45 0 0	80 0 0	
18. 94 0 0	a 69 10 6	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	
19. 475 0 0	124 14 11	- - -	b 239 15 6	- - -	2 10 0	12 4 1	7 0 0	10 0 0	30 0 0	
20. 145 0 0	15 1 1	- - -	b 49 1 5	- - -	- - -	1 7 0	3 0 0	5 0 0	5 0 0	
21. 422 12 0	162 4 2	34 4 4	16 10 8	- - -	9 3 4	25 14 7	- - -	35 0 0	52 0 0	
13,965 9 3	4,372 2 7	1,441 15 2	2,522 0 9	- - -	146 1 11	346 10 3	65 10 0	472 14 0	698 4 0	
1. 407 19 0	145 18 10	48 8 0	64 17 3	- - -	5 0 0	8 2 5	- - -	20 0 0	39 0 0	
2. 749 4 11	147 11 10	80 12 1	160 13 1	- - -	- - -	12 4 10	- - -	10 0 0	39 0 0	
3. 596 15 0	147 14 1	78 0 5	232 1 0	- - -	- - -	33 5 9	- - -	10 0 0	39 0 0	
4. 454 15 0	178 9 10	47 19 10	128 16 2	- - -	- - -	23 15 7	- - -	20 0 0	50 0 0	
2,208 13 11	619 14 7	255 0 4	586 7 6	- - -	5 0 0	77 8 7	- - -	60 0 0	167 0 0	
1. 1,561 13 10	588 8 4	348 17 9	- - -	- - -	10 11 8	27 11 6	35 0 0	25 0 0	120 0 0	
2. 284 8 7	61 6 4	34 14 0	31 17 0	- - -	- - -	3 5 0	- - -	10 10 0	16 0 0	
3. 303 5 0	120 19 9	13 1 4	60 1 10	- - -	- - -	1 10 11	- - -	- - -	16 0 0	
4. 847 4 8	267 19 0	75 14 7	8 10 0	- - -	- - -	38 8 7	- - -	15 0 0	88 0 0	
5. 417 10 0	128 0 6	58 14 3	- - -	- - -	- - -	- - -	- - -	- - -	30 0 0	
6. 295 16 8	58 6 11	28 0 0	- - -	- - -	- - -	9 4 6	- - -	10 0 0	15 0 0	
7. 471 8 1	149 1 4	31 9 7	17 2 4	- - -	4 0 0	6 0 5	- - -	- - -	40 0 0	
8. 161 0 0	43 0 2	- - -	- - -	- - -	- - -	33 6 4	10 0 0	10 0 0	- - -	
9. 85 9 9	12 13 5	4 14 6	3 8 0	- - -	- - -	5 15 3	- - -	6 0 0	- - -	
10. 2,699 4 4	1,059 18 1	560 0 5	602 9 6	- - -	21 15 9	115 7 0	20 16 8	21 0 0	160 0 0	
11. 342 10 5	84 8 2	20 19 7	9 16 5	- - -	- - -	2 7 9	- - -	15 0 0	15 12 0	
12. 181 4 4	31 14 3	20 11 6	4 10 0	- - -	- - -	5 10 10	- - -	15 0 0	10 0 0	
13. 2,779 12 8	1,531 8 2	137 16 4	272 18 10	- - -	15 8 0	80 10 5	- - -	50 0 0	105 0 0	
14. 1,368 3 10	327 17 8	178 9 0	91 10 11	- - -	24 12 11	33 13 0	- - -	30 0 0	70 0 0	
15. 295 3 4	e 140 0 0	- - -	- - -	- - -	- - -	4 9 0	- - -	25 0 0	- - -	
16. 2,021 1 11	f 1,053 9 0	471 7 5	- - -	- - -	15 17 0	58 7 10	- - -	60 0 0	121 1 4	
17. 1,304 12 6	587 7 0	161 2 1	92 6 1	- - -	2 10 0	30 2 2	- - -	30 0 0	52 0 0	
18. 463 16 8	188 8 6	83 15 0	19 17 5	- - -	5 0 0	29 6 10	- - -	- - -	20 0 0	
19. 1,005 6 3	165 5 6	- - -	- - -	- - -	- - -	- - -	- - -	g 23 9 7	23 9 8	
20. 227 15 2	80 15 4	40 4 3	- - -	- - -	- - -	1 16 6	- - -	5 0 0	12 0 0	
21. 638 17 11	206 18 1	77 9 6	97 14 3	- - -	- - -	14 6 4	- - -	30 0 0	50 0 0	
17,755 5 11	6,887 5 6	2,347 1 1	1,307 2 7	- - -	99 15 4	501 0 2	65 16 8	380 19 7	964 3 0	
1. 5,893 4 1	1,259 16 3	668 13 3	1,804 4 10	- - -	90 5 9	72 13 8	70 0 0	10 0 0	290 0 0	
2. 1,678 2 0	478 18 11	186 1 2	61 1 3	- - -	26 18 6	23 16 1	25 0 0	30 0 0	110 0 0	
3. 3,134 18 0	748 17 9	309 11 6	506 17 11	50 0 0	5 15 0	55 10 8	- - -	70 0 0	190 0 0	
4. 1,190 8 4	e 570 11 3	- - -	- - -	- - -	- - -	60 16 6	- - -	30 0 0	50 0 0	
5. 742 17 6	e 400 0 0	- - -	- - -	- - -	- - -	34 15 0	- - -	40 0 0	14 1 0	
6. 1,570 7 0	241 14 0	133 2 10	150 0 1	91 4 8	30 1 8	72 6 9	20 0 0	40 0 0	60 0 0	
7. 1,463 12 9	698 15 11	241 6 1	57 6 7	- - -	17 10 8	54 17 9	25 0 0	50 0 0	220 0 0	
8. 49 0 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	- - -	

d Including 80l. from Northern Division e Contract work. f Including materials. g On account.

(Continued on page 56.)

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE.
COUNTY OF OXFORD—cont.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
15. Henley and Dorchester - - -	- - -	14 3 2	- - -	- - -	19 14 9	- - -	992 2 3
16. St. Clement's - - -	- - -	55 12 8	- - -	1,471 8 0	- - -	- - -	1,556 15 4
17. Stokenchurch and Woodstock - - -	- - -	569 12 5	- - -	- - -	0 19 3	- - -	1,830 9 8
18. Ditto, Islip Branch - - -	- - -	17 17 6	- - -	- - -	6 12 0	- - -	94 0 1
19. Thame and Bicester - - -	- - -	67 10 0	- - -	- - -	4 14 3	- - -	498 8 9
20. Thame and Postcombe - - -	- - -	42 10 0	- - -	- - -	3 0 11	- - -	124 0 5
21. Woodstock and Rollright Lane - - -	- - -	40 0 0	- - -	- - -	4 4 0	- - -	379 1 1
£	102 13 11	1,793 12 8	236 18 4	2,062 8 0	195 6 5	- - -	14,455 18 0
COUNTY OF RUTLAND.							
1. Grantham, South District - - -	- - -	31 0 2	- - -	- - -	10 12 10	- - -	372 19 6
2. Leicester and Peterborough, Up- pingham District - - -	- - -	245 19 0	- - -	- - -	21 19 3	- - -	718 0 1
3. Nottingham and Kettering, South Division - - -	6 10 2	- - -	- - -	- - -	42 19 3	- - -	589 10 8
4. Oakham - - -	- - -	- - -	- - -	- - -	2 13 0	- - -	451 14 5
£	6 10 2	276 19 2	- - -	- - -	76 4 4	- - -	2,132 4 8
COUNTY OF SALOP.							
1. Bishop's Castle, First District - - -	22 14 6	97 2 2	- - -	200 0 0	53 0 5	- - -	1,528 6 4
2. Bridgnorth and Shifnal - - -	15 12 1	46 18 0	- - -	- - -	1 8 0	- - -	221 10 5
3. Burton and Llanymynech - - -	- - -	38 1 9	- - -	- - -	10 13 4	- - -	260 8 1
4. Clebury Mortimer District - - -	- - -	68 18 11	- - -	- - -	41 11 10	- - -	599 2 11
5. Clebury North and Ditton Priors - - -	20 18 4	62 17 0	- - -	- - -	6 4 3	- - -	306 14 4
6. Coalbrookdale and Wellington - - -	- - -	125 10 3	45 0 0	- - -	0 10 6	- - -	291 12 2
7. Ellesmere District - - -	- - -	156 10 3	- - -	- - -	3 2 6	- - -	407 6 5
8. Ellesmere, Wem Division - - -	2 19 8	8 0 0	- - -	- - -	4 13 0	- - -	111 19 2
9. Leighton and Buildwas - - -	- - -	- - -	- - -	140 0 0	3 11 2	- - -	176 2 4
10. Ludlow Roads (Three Districts consolidated) - - -	- - -	63 19 1	- - -	100 0 0	4 3 8	- - -	2,729 10 2
11. Minsterley and Churchstoke - - -	- - -	- - -	- - -	- - -	2 14 4	- - -	150 18 3
12. Morville and Shipton - - -	- - -	60 0 0	- - -	- - -	2 10 6	- - -	149 17 1
13. Oswestry - - -	- - -	119 9 8	- - -	400 0 0	55 8 2	- - -	2,767 19 7
14. Preston Brookhurst - - -	- - -	131 9 10	- - -	490 0 0	22 9 1	- - -	1,400 2 5
15. Shifnal District - - -	7 10 0	- - -	- - -	120 0 0	14 10 9	- - -	311 9 9
16. Shrewsbury (Nine Districts) - - -	- - -	176 8 1	168 19 10	- - -	44 14 3	- - -	2,170 4 9
17. Shrewsbury, Wenlock, and Bridg- north - - -	- - -	153 8 7	- - -	600 0 0	9 5 3	- - -	1,718 1 2
18. Wem and Bron-y-Garth, First District - - -	- - -	85 10 0	- - -	- - -	6 12 0	- - -	438 9 9
19. Ditto, Second District - - -	16 6 4	- - -	165 0 0	- - -	66 3 11	- - -	459 15 0
20. Weston Gate (Bewdley Act) - - -	- - -	38 14 5	- - -	200 0 0	12 9 1	- - -	390 19 7
21. Whitechurch and Madeley - - -	- - -	46 17 6	- - -	165 0 0	20 17 11	- - -	709 3 7
£	86 0 11	1,479 15 6	378 19 10	2,415 0 0	386 13 11	- - -	17,299 14 1
COUNTY OF SOMERSET.							
1. Bath - - -	43 7 2	826 11 0	109 18 7	784 0 0	- - -	- - -	6,029 10 6
2. Black Dog - - -	- - -	610 15 6	75 0 0	- - -	50 6 4	- - -	1,627 17 9
3. Bridgwater - - -	- - -	131 2 6	- - -	1,067 10 0	32 18 6	- - -	3,168 3 10
4. Bruton - - -	- - -	272 15 11	- - -	- - -	80 10 11	- - -	1,014 14 7
5. Chard - - -	5 16 6	18 0 0	35 0 0	- - -	23 1 11	- - -	570 14 5
6. Crewkerne - - -	8 2 3	236 17 11	74 9 3	398 0 0	41 8 5	- - -	1,597 7 10
7. Frome - - -	- - -	33 12 2	20 0 0	200 0 0	31 17 6	- - -	1,650 6 8
8. High Ham and Ashcott - - -	- - -	52 3 0	- - -	- - -	0 4 0	- - -	62 7 0

a Increased from 3½ per cent.
h For debts of 446l.

b Increased from 3½ per cent.
i For debts of 500l.
c Including 20l. 3s. 6d. paid to Centre Division.
k For debts of 800l.
f Including 1,400l. at 4 per cent.

g Including 2,550l. at 3l. 3s. per cent., and 1,550l. at 2l. 16s. per cent.

DEBTS.						ARREARS OF INCOME.							
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.		
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1868.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1868.	TOTAL ASSETS.		
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
15. 650 0 0	4½	- - -	27 14 2	- - -	677 14 2	- - -	- - -	- - -	- - -	275 19 0	275 19 0		
16. 13,692 12 0	None	- - -	- - -	- - -	13,692 12 0	- - -	- - -	- - -	- - -	911 14 3	911 14 3		
17. 12,805 0 0	a 4	105 6 10	635 3 5	- - -	13,545 10 3	0 6 8	- - -	- - -	- - -	343 13 11	344 0 7		
18. 550 0 0	b 4	- - -	- - -	- - -	550 0 0	15 13 4	- - -	- - -	- - -	- - -	15 13 4		
19. 1,350 0 0	5	- - -	- - -	6 0 9	1,356 0 9	- - -	- - -	- - -	- - -	- - -	- - -		
20. 850 0 0	5	- - -	- - -	- - -	850 0 0	- - -	- - -	- - -	- - -	29 18 9	29 18 9		
21. 600 0 0	4½	5 16 8	55 0 0	- - -	660 16 8	- - -	- - -	- - -	- - -	87 3 8	87 3 8		
60,658 19 8	- -	247 1 7	1,599 1 1	289 2 9	62,794 5 1	58 10 0	- - -	- - -	- - -	4 0 6	4,177 7 8	4,239 18 2	
1. 672 6 6	4	- - -	- - -	- - -	672 6 6	- - -	- - -	- - -	- - -	51 3 3	51 3 3		
2. 2,166 13 4	4½	- - -	512 17 9	- - -	2,679 11 1	- - -	- - -	- - -	- - -	132 10 7	132 10 7		
3. - - -	- -	- - -	- - -	- - -	- - -	10 13 4	- - -	- - -	- - -	12 2 0	22 15 4		
4. - - -	- -	- - -	- - -	13 17 11	13 17 11	- - -	- - -	- - -	- - -	- - -	- - -		
2,838 19 10	- -	- - -	512 17 9	13 17 11	3,365 15 6	10 13 4	- - -	- - -	- - -	195 15 10	206 9 2		
1. 3,080 0 0	3	- - -	- - -	220 12 11	3,300 12 11	25 0 0	- - -	- - -	- - -	- - -	25 0 0		
2. 1,150 0 0	4	- - -	- - -	- - -	1,150 0 0	7 10 0	- - -	- - -	- - -	106 4 5	113 14 5		
3. d 1,100 0 0	3½	- - -	39 16 0	- - -	1,139 16 0	64 0 0	- - -	- - -	- - -	47 1 3	111 1 3		
4. 2,700 0 0	2½	- - -	- - -	- - -	2,700 0 0	- - -	- - -	- - -	- - -	353 10 7	353 10 7		
5. 2,140 0 0	3	- - -	- - -	- - -	2,140 0 0	84 0 0	- - -	- - -	- - -	181 16 8	265 16 8		
6. 3,100 0 0	4	- - -	124 0 0	- - -	3,224 0 0	22 1 8	- - -	- - -	- - -	248 8 9	270 10 5		
7. 3,000 0 0	5	- - -	95 0 0	- - -	3,095 0 0	- - -	- - -	- - -	- - -	510 13 8	510 13 8		
8. 160 0 0	5	- - -	- - -	- - -	160 0 0	- - -	- - -	- - -	- - -	151 0 9	151 0 9		
9. 908 0 0	1d.	- - -	0 3 0	- - -	908 3 0	- - -	- - -	- - -	- - -	75 0 0	75 0 0		
10. g 1,558 0 0	4	- - -	- - -	- - -	1,558 0 0	- - -	- - -	95 10 0	- - -	644 12 10	740 2 10		
11. 9,728 6 11	1d.	- - -	- - -	- - -	9,728 6 11	- - -	- - -	- - -	- - -	246 11 3	246 11 3		
12. 10,900 0 0	3	- - -	6,319 11 6	- - -	17,219 11 6	- - -	- - -	- - -	- - -	107 19 6	107 19 6		
13. 2,779 4 6	4	- - -	55 0 0	- - -	2,834 4 6	- - -	- - -	- - -	- - -	49 16 10	49 16 10		
14. 2,550 0 0	4½	- - -	- - -	- - -	2,550 0 0	- - -	- - -	- - -	- - -	419 11 7	419 11 7		
15. 840 0 0	None	- - -	- - -	- - -	840 0 0	- - -	- - -	- - -	- - -	26 0 7	26 0 7		
16. 6,480 17 6	3 & 4	9 0 0	123 3 6	- - -	6,613 1 0	29 7 3	- - -	- - -	- - -	195 4 2	224 11 5		
17. 4,000 0 0	3½	- - -	1 14 1	14 13 8	4,016 7 9	42 10 9	- - -	- - -	- - -	- - -	42 10 9		
18. 7 2,000 0 0	5	- - -	65 0 0	- - -	2,065 0 0	- - -	- - -	- - -	- - -	303 12 7	303 12 7		
19. m 9,557 7 10	5	- - -	- - -	- - -	9,557 7 10	- - -	- - -	- - -	- - -	2 0 5	2 0 5		
20. 1,400 0 0	2	- - -	- - -	7 17 1	1,407 17 1	11 11 11	- - -	- - -	- - -	- - -	11 11 11		
21. 1,050 0 0	3½	- - -	- - -	- - -	1,050 0 0	- - -	- - -	- - -	- - -	192 13 6	192 13 6		
70,181 16 9	- -	9 0 0	6,823 8 1	243 3 8	77,257 8 6	286 1 7	- - -	95 10 0	- - -	3,361 19 4	4,243 10 11		
1. 18,035 0 0	4½	303 13 10	- - -	- - -	18,338 13 10	7 10 0	- - -	- - -	- - -	855 18 8	863 8 8		
2. 30,539 19 1	2	- - -	- - -	- - -	30,539 19 1	- - -	- - -	- - -	- - -	192 9 6	192 9 6		
3. 1,225 0 0	4	16 15 4	39 0 11	- - -	1,280 16 3	- - -	- - -	- - -	- - -	177 7 1	177 7 1		
4. 7 9,350 0 0	3½	- - -	479 15 6	- - -	9,829 15 6	- - -	- - -	- - -	- - -	520 18 3	520 18 3		
5. 550 0 0	4 & 5	- - -	100 0 0	- - -	650 0 0	- - -	- - -	- - -	- - -	105 7 3	105 7 3		
6. 5,200 0 0	4	- - -	- - -	- - -	5,200 0 0	- - -	- - -	- - -	- - -	72 16 2	72 16 2		
7. 600 0 0	4½	- - -	- - -	- - -	600 0 0	- - -	- - -	- - -	- - -	212 1 9	212 1 9		
8. 2,390 0 0	1½	6 9 6	131 14 0	- - -	2,528 8 6	10 15 0	- - -	- - -	- - -	40 1 10	50 16 10		

d Including 100l. at 4 per cent.

e For debts of 200l.

f For debts of 106l.

g Including 358l. at 3 per cent.

m Bonds actually issued for 5,600l. only.

n None has ever been paid.

o For debts of 200l.

p For debts of 800l.

r For debts of 400l.

EXPENDITURE										
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of			
							Treasurer.	Clerk.	Surveyor.	
£ s d	£ s d	£ s d	£ s d	£ s d	£ s d	£ s d	£ s d	£ s d	£ s d	£ s d
9.	766 7 0	175 11 7	136 12 1	140 10 9	- - -	12 14 3	12 6 11	- - -	30 0 0	100 0 0
10.	1,503 17 11	225 4 5	111 6 1	103 9 10	- - -	26 2 5	72 10 3	20 0 0	42 0 0	80 0 0
11.	2,856 10 8	547 10 0	540 15 1	501 1 3	- - -	27 18 3	78 4 11	- - -	50 0 0	133 0 0
12.	725 0 0	a 514 18 0	- - -	- - -	- - -	- - -	16 5 11	3 0 0	23 0 0	10 0 0
13.	1,723 2 0	176 3 0	144 10 0	9 0 0	- - -	- - -	53 1 7	30 0 0	52 10 0	- - -
14.	966 11 0	287 6 9	187 11 6	217 14 2	- - -	14 7 9	3 12 11	5 0 0	25 0 0	119 16 0
15.	2,232 15 10	470 8 1	5 4 4	b 945 6 10	- - -	- - -	111 3 2	20 0 0	45 0 0	137 10 0
16.	3,459 6 11	986 10 5	- - -	c 968 2 0	- - -	- - -	100 10 3	- - -	50 0 0	150 15 0
17.	313 0 0	- - -	- - -	- - -	- - -	- - -	6 14 0	- - -	10 0 0	- - -
18.	1,836 0 0	359 4 0	241 12 6	393 1 4	- - -	9 4 0	68 15 3	26 5 0	50 0 0	120 0 0
19.	566 0 0	d 391 11 3	- - -	- - -	- - -	- - -	- - -	- - -	30 0 0	- - -
20.	688 10 11	232 17 9	146 8 2	1 10 0	- - -	15 1 5	11 17 8	15 0 0	10 0 0	42 0 0
21.	192 4 9	a 16 6 8	- - -	- - -	- - -	- - -	2 8 6	10 4 6	- - -	- - -
22.	1,014 18 5	a 687 9 5	- - -	- - -	- - -	- - -	32 2 4	- - -	30 0 0	60 0 0
23.	1,231 0 0	- - -	- - -	- - -	- - -	- - -	45 6 0	20 0 0	30 0 0	25 0 0
24.	1,320 18 0	406 2 8	343 13 8	168 1 2	87 10 0	41 12 7	26 10 10	- - -	40 0 0	100 0 0
	37,118 13 1	9,875 18 1	3,346 8 3	6,021 8 0	228 14 8	317 12 3	1,016 6 11	289 9 6	797 10 0	2,034 2 0
1.	185 0 0	69 12 0	12 18 0	20 19 6	- - -	- - -	11 19 2	5 0 0	10 0 0	- - -
2.	520 0 0	190 3 4	62 15 10	17 5 5	- - -	- - -	16 7 7	10 0 0	42 0 0	40 0 0
3.	876 5 8	295 19 3	149 10 1	135 17 9	- - -	- - -	80 1 9	- - -	30 0 0	48 0 0
4.	4,602 15 5	1,518 7 3	1,331 16 10	862 16 1	- - -	2 8 0	264 13 1	10 0 0	80 0 0	200 0 0
5.	2,665 8 4	b 1,430 0 0	- - -	- - -	- - -	- - -	38 19 10	- - -	25 0 0	60 0 0
6.	326 12 4	73 1 4	8 4 6	29 4 6	- - -	- - -	14 5 7	- - -	20 0 0	4 13 6
7.	403 0 0	- - -	- - -	- - -	- - -	- - -	56 14 7	5 0 0	10 0 0	17 0 0
8.	132 0 0	32 10 2	- - -	25 19 0	- - -	- - -	10 5 0	- - -	6 8 0	5 0 0
9.	1,927 18 8	b 734 17 6	- - -	- - -	- - -	- - -	32 15 4	- - -	80 0 0	50 0 0
10.	928 6 8	256 15 3	105 7 10	54 13 11	- - -	- - -	60 15 3	- - -	20 0 0	60 0 0
11.	133 15 0	51 15 8	6 5 0	10 14 7	- - -	1 0 0	13 19 6	2 0 0	10 0 0	- - -
12.	265 19 6	49 11 3	39 8 5	37 9 2	- - -	- - -	6 6 3	- - -	- - -	- - -
13.	754 14 10	270 13 9	73 15 6	134 9 7	- - -	5 0 0	10 18 10	- - -	40 0 0	50 0 0
14.	1,985 0 0	356 9 3	209 18 10	165 3 7	- - -	5 0 0	40 19 5	- - -	20 18 8	70 0 0
15.	300 0 0	b 140 0 0	- - -	- - -	- - -	- - -	- - -	- - -	12 0 0	- - -
16.	2,405 9 5	341 19 9	243 3 2	775 7 5	- - -	- - -	189 6 8	- - -	20 0 0	65 10 0
17.	787 15 7	133 14 0	44 10 1	3 9 8	- - -	- - -	9 19 8	- - -	35 0 0	50 0 0
18.	1,088 17 1	372 18 9	111 1 9	243 9 4	12 1 6	9 0 0	68 19 5	- - -	50 0 0	120 0 0
19.	210 10 7	52 17 7	11 17 0	23 8 4	- - -	- - -	2 16 7	- - -	10 0 0	20 0 0
20.	552 10 0	206 12 2	110 5 9	173 2 6	110 0 0	- - -	134 17 6	- - -	20 0 0	40 0 0
21.	280 9 9	49 11 4	15 0 6	26 10 0	- - -	- - -	99 0 11	- - -	5 5 0	30 0 0
22.	2,261 4 3	255 12 4	190 15 4	353 0 7	- - -	- - -	42 2 4	- - -	20 0 0	54 12 0
23.	1,251 1 7	402 15 5	143 4 8	315 11 11	- - -	- - -	40 6 0	- - -	20 0 0	90 0 0
24.	494 1 8	e 262 4 5	13 0 0	47 17 2	- - -	- - -	44 9 7	7 7 0	20 0 0	33 19 1
25.	732 0 0	f 182 2 8	18 11 0	22 10 9	- - -	1 16 0	46 17 9	- - -	30 0 0	50 0 0
26.	644 11 0	187 10 6	46 6 1	42 11 8	- - -	- - -	3 6 11	- - -	30 0 0	40 0 0
27.	714 1 7	169 18 2	52 14 7	27 13 6	- - -	- - -	23 18 10	15 0 0	30 0 0	30 0 0
28.	650 19 6	168 2 1	53 1 4	7 13 6	- - -	- - -	19 9 1	- - -	- - -	40 0 0
29.	232 16 0	85 13 8	50 12 0	12 18 9	- - -	1 15 0	9 15 2	- - -	15 0 0	25 0 0
30.	2,124 8 6	565 19 5	309 9 6	468 17 9	- - -	- - -	50 9 8	- - -	70 0 0	100 0 0
31.	643 8 2	167 15 4	62 17 1	28 13 0	- - -	- - -	37 7 2	- - -	- - -	60 0 0
32.	470 0 0	a 149 17 8	- - -	- - -	- - -	- - -	22 2 10	- - -	10 10 0	12 12 0
33.	1,325 0 0	b 730 0 0	- - -	- - -	- - -	- - -	- - -	25 0 0	- - -	100 0 0
34.	1,011 16 4	269 15 7	92 0 9	255 12 11	- - -	- - -	111 9 2	10 0 0	30 0 0	100 0 0
35.	870 16 8	312 2 10	62 9 7	173 15 1	- - -	- - -	11 15 10	- - -	30 0 0	35 0 0

d Paid to parishes.

e Including contract work.

f Including contributions to parishes.

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20.	21.	22.	23.	24.	25.	26.
	Law Charges.	Interest of Debt.	Improvements.	Debts paid off.	Incidental Expenses.	Estimated Value of Statute Duty performed.	TOTAL EXPENDITURE.
COUNTY OF SOMERSET— continued.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
9. Ilchester - - - - -	- - -	26 5 0	- - -	75 0 0	25 13 7	- - -	734 14 3
10. Ilminster - - - - -	12 16 6	404 15 1	- - -	300 0 0	51 5 3	- - -	1,449 9 10
11. Langport, Somerton, and Castle Cary - - - - -	- - -	307 14 8	- - -	b 599 8 0	47 10 2	- - -	2,855 2 4
12. Martock and South Petherton Roads (united) - - - - -	10 9 1	51 12 5	- - -	c 46 10 0	21 11 2	- - -	697 6 2
13. " Minehead Roads " (united) - - - - -	- - -	340 13 0	- - -	d 720 0 0	44 15 2	- - -	1,570 14 2
14. Radstock - - - - -	- - -	- - -	- - -	- - -	25 10 3	- - -	885 19 4
15. Shepton Mallet - - - - -	- - -	81 4 7	36 14 10	e 147 0 0	32 0 9	- - -	2,051 12 7
16. Taunton - - - - -	- - -	449 14 6	12 17 0	f 877 6 11	g 531 15 1	- - -	4,127 11 1
17. Wedmore - - - - -	- - -	19 13 7	- - -	h 260 18 0	13 1 11	- - -	310 7 1
18. Wells - - - - -	26 16 2	303 18 11	- - -	- - -	101 8 8	- - -	1,700 5 10
19. Wells and Highbridge - - - - -	- - -	- - -	- - -	- - -	16 7 11	- - -	437 19 3
20. West Harptrey - - - - -	12 17 8	192 10 9	- - -	i 42 0 0	13 4 0	- - -	735 7 1
21. Weston-super-Mare and Worle - - - - -	20 12 5	100 17 8	- - -	- - -	- - -	- - -	150 9 0
22. Wincanton - - - - -	- - -	55 12 0	7 4 2	50 0 0	38 13 8	- - -	961 1 7
23. Wiveliscombe - - - - -	5 12 6	90 16 0	- - -	k 987 5 0	28 1 0	- - -	1,322 0 6
24. Yeovil - - - - -	40 12 0	- - -	20 0 0	- - -	48 12 8	- - -	1,706 15 7
£	187 2 3	4,607 6 2	391 3 10	6,554 17 11	1,249 18 10	- - -	36,977 15 8
COUNTY OF STAFFORD.							
1. Albrighton and Tong - - - - -	- - -	27 10 0	- - -	50 0 0	3 14 6	- - -	211 11 1
2. Ashborne to Leek - - - - -	- - -	63 6 4	- - -	- - -	28 12 1	- - -	470 19 7
3. Ashby-de-la-Zouch to Tutbury - - - - -	17 10 0	15 0 0	- - -	150 0 0	72 19 4	- - -	994 18 1
4. Birmingham and Wednesbury - - - - -	28 15 10	- - -	303 13 0	- - -	11,112 14 10	- - -	5,715 4 10
5. Blyth Marsh - - - - -	- - -	166 4 6	707 15 6	m 500 3 10	2 12 6	- - -	2,980 15 2
6. Burton-upon-Trent to Abbot's Bromley - - - - -	- - -	56 0 0	- - -	40 0 0	14 14 4	- - -	260 3 4
7. Butterton Moor End - - - - -	6 3 0	95 3 10	- - -	- - -	7 10 0	- - -	197 11 4
8. Cannock and Penkridge - - - - -	- - -	7 0 0	- - -	- - -	1 16 0	- - -	59 1 4
9. Cheadle (Five Districts consoli- dated) - - - - -	- - -	127 17 9	- - -	n 836 8 0	37 14 4	- - -	1,895 15 11
10. Darlaston - - - - -	- - -	489 7 3	- - -	- - -	4 3 0	- - -	1,661 4 6
11. Darley Moor and Ellaston - - - - -	- - -	56 17 6	- - -	- - -	10 1 3	- - -	162 12 4
12. Great Chell and Shelton - - - - -	9 17 6	- - -	- - -	- - -	0 1 2	- - -	142 8 9
13. Handsworth and Perry Bar (united) - - - - -	- - -	33 16 1	- - -	56 18 6	12 4 11	- - -	687 12 2
14. Hanley and Bucknall - - - - -	- - -	169 5 2	423 17 3	q 382 10 0	17 5 0	- - -	1,561 7 7
15. High Bridges and Uttoxeter - - - - -	- - -	25 11 4	- - -	- - -	4 7 6	- - -	181 18 9
16. Lawton, Burslem, and Newcastle- under-Lyme - - - - -	22 11 6	- - -	502 18 0	- - -	71 7 0	- - -	2,232 3 4
17. Leek, Buxton, and Monyash - - - - -	- - -	66 3 2	- - -	r 171 19 0	13 15 5	75 10 0	604 3 1
18. Lichfield (united) - - - - -	- - -	- - -	- - -	- - -	32 16 3	- - -	1,029 7 7
19. New Bideulph - - - - -	- - -	2 10 0	- - -	- - -	21 1 7	- - -	144 11 0
20. Newcastle-under-Lyme and Dray- ton - - - - -	- - -	2 11 4	- - -	- - -	17 19 0	- - -	815 3 4
21. Newcastle-under-Lyme and Ec- cleshall - - - - -	- - -	- - -	- - -	- - -	15 19 11	- - -	241 7 8
22. Newcastle-under-Lyme to Leek - - - - -	17 13 10	120 3 3	- - -	t 626 12 6	14 0 7	- - -	1,634 12 9
23. Newcastle-under-Lyme and Nant- wich - - - - -	- - -	84 0 7	- - -	u 185 0 0	7 17 0	- - -	1,288 13 7
24. Newport and Stonnall - - - - -	22 3 0	- - -	- - -	- - -	6 13 0	- - -	457 18 0
25. Rugeley and Stone, and Branches United - - - - -	- - -	132 4 3	- - -	v 475 7 0	22 8 0	- - -	981 17 7
26. Sandon, Hughbridge, Hilderstone, and Draycott-in-the-Moors - - - - -	- - -	33 19 9	30 6 0	- - -	18 18 1	- - -	422 19 4
27. Sedgley Roads - - - - -	12 8 0	90 0 0	- - -	- - -	18 18 0	- - -	470 11 1
28. Ditto, New Roads - - - - -	3 12 5	183 16 3	- - -	- - -	20 2 10	- - -	485 17 4
29. Spath and Hanging Bridge - - - - -	- - -	56 15 4	- - -	- - -	5 9 3	- - -	262 14 3
30. Stafford District - - - - -	- - -	186 12 4	2 8 10	- - -	18 18 4	- - -	1,772 13 0
31. Stone, Lane End, and Trentham - - - - -	8 0 0	49 18 11	- - -	z 50 0 0	25 19 6	- - -	430 11 0
32. Stourbridge and Bridgnorth - - - - -	14 8 3	90 16 7	15 11 9	aa 75 0 0	4 14 6	- - -	595 15 7
33. Streetway and Woodley Green, and Wolverhampton and Can- nock - - - - -	61 2 9	- - -	474 17 6	- - -	61 1 7	- - -	1,432 1 10
34. Tamworth - - - - -	10 3 8	- - -	33 5 0	- - -	61 6 4	- - -	373 13 2
35. Tunstall and Bosley - - - - -	- - -	97 11 0	- - -	- - -	88 2 2	- - -	510 15 7

(Continued from page 59.)

a Including 1,850l. at 4½ per cent. b For debts of 800l. c For debts of 50l. d For debts of 1,000l.
e For debts of 300l. f For debts of 1,250l. g Including 800l. 18s. 2d. for lighting, and 67l. 19s. 9d. interest on treasurer's balance.
h Including 300l. at 4 per cent. i For debts of 425l. j For debts of 245l. 16s. 8d. k Interest on 5,000l. repaid.
l Including 200l. at 3 per cent. m For debts of 100l.

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1868.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1868.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
9. 450 0 0	5	-	-	-	450 0 0	-	-	-	-	69 19 6	69 19 6
0. 7,900 0 0	5	-	249 6 3	-	8,149 6 3	77 0 10	-	-	-	325 18 9	402 14 7
1. 10,440 0 0	3	13 16 4	277 11 0	-	10,731 7 4	43 16 8	87 19 0	-	14 16 8	681 2 9	827 15 1
2. 1,350 0 0	3½	-	-	-	1,350 0 0	-	-	-	-	107 9 5	107 9 5
3. 10,105 0 0	3	-	-	-	10,105 0 0	-	-	-	-	53 12 1	53 12 1
4. -	-	-	-	3 1 11	3 1 11	-	-	-	-	-	-
5. 2,350 0 0	4 & 4½	-	123 17 7	-	2,473 17 7	-	-	-	-	142 10 10	142 10 10
6. 10,000 0 0	4½	63 10 0	-	137 4 6	10,200 14 6	-	-	112 0 0	-	-	112 0 0
7. 1,851 10 0	1	-	-	-	1,851 10 0	-	-	-	-	258 19 7	258 19 7
8. 7,240 0 0	4 to 4½	27 8 0	344 12 3	-	7,612 0 3	-	-	-	-	216 16 10	216 16 10
9. -	-	-	-	-	-	-	-	-	-	526 18 7	526 18 7
0. 7,810 0 0	1½	-	27 7 0	-	7,837 7 0	-	-	-	-	200 1 8	200 1 8
1. 2,005 0 0	5	-	908 3 3	-	2,913 3 3	-	-	-	43 18 5	63 16 2	107 14 7
2. 1,340 0 0	4	-	-	-	1,340 0 0	-	-	8 15 0	448 8 9	119 2 4	576 6 1
3. 3,000 0 0	2	19 10 5	178 2 6	-	3,197 12 11	-	-	-	-	358 10 11	358 10 11
4. -	-	-	-	-	-	75 0 0	-	-	-	270 19 8	345 19 8
133,731 9 1	-	451 3 5	2,859 10 3	140 6 5	137,182 9 2	214 2 6	87 19 0	120 15 0	507 3 10	5,572 14 7	6,502 14 11
1. 500 0 0	5	-	-	2 2 6	502 2 6	-	-	-	-	-	-
2. 1,547 6 9	4	-	10 0 7	102 2 0	1,659 9 4	-	-	-	-	-	-
3. -	-	106 13 7	-	-	106 13 7	28 6 8	-	-	-	299 11 6	327 18 2
4. -	-	-	-	984 8 5	984 8 5	-	-	62 2 6	46 0 0	-	108 2 6
5. 2,784 0 0	5	586 19 2	134 14 0	-	3,505 13 2	242 10 0	-	-	-	757 3 4	999 13 4
6. 1,560 0 0	3½	26 16 2	-	-	1,586 16 2	-	-	-	-	59 15 7	59 15 7
7. 2,721 18 3	3½	-	-	-	2,721 18 3	-	-	-	-	278 13 0	278 13 0
8. 700 0 0	1	-	-	-	700 0 0	-	-	-	-	37 8 8	37 8 8
9. 6,592 17 1	2½	-	5 9 8	-	6,598 6 9	185 1 8	29 0 0	-	-	1,266 14 4	1,480 16 0
0. 15,250 0 0	5	-	12,358 8 5	-	27,608 8 5	-	-	-	-	193 11 8	193 11 8
1. 1,983 0 0	4½ to 5	-	2,510 10 0	-	4,493 10 0	-	-	-	-	37 0 2	37 0 2
2. 1,300 0 0	5	-	121 17 6	-	1,421 17 6	-	-	-	-	60 2 9	60 2 9
3. 1,081 14 2	3	-	-	-	1,081 14 2	-	-	-	-	72 7 10	72 7 10
4. 3,477 13 0	4	-	159 6 4	-	3,636 19 4	165 8 4	-	32 0 0	-	48 11 8	246 0 0
5. 1,300 0 0	2	-	-	-	1,300 0 0	-	-	-	-	167 9 8	167 9 8
6. -	-	907 8 10	-	-	907 8 10	-	-	-	-	665 19 3	665 19 3
7. 4,191 0 0	1½	-	26 17 11	-	4,217 17 11	-	-	-	-	476 7 1	476 7 1
8. -	-	4 0 0	-	-	4 0 0	60 6 8	-	-	-	213 5 5	273 12 1
9. 4,290 0 0	5	-	3,412 0 0	-	7,702 0 0	18 12 6	-	-	-	244 1 11	262 14 5
0. 350 0 0	5	-	34 3 11	-	384 3 11	-	-	-	-	270 19 3	270 19 3
1. 5,890 0 0	3	-	54 17 10	-	5,944 17 10	-	-	-	-	161 11 7	161 11 7
2. 4,403 8 2	3½	860 17 3	427 6 11	-	5,191 12 4	-	-	24 14 0	-	1,715 2 6	1,739 16 6
3. 1,937 0 0	4	-	107 17 3	-	2,044 17 3	-	-	-	-	322 0 0	322 0 0
4. -	-	-	-	-	-	-	-	-	-	479 11 3	479 11 3
5. 6,043 15 0	2	-	7 12 0	-	6,051 7 0	-	-	-	-	288 13 6	288 13 6
6. 670 0 0	5	-	-	-	670 0 0	-	-	0 2 0	-	176 7 6	176 9 6
7. 1,550 0 0	5	-	420 0 0	-	1,970 0 0	64 3 4	-	-	-	631 2 5	695 5 9
8. 5,204 11 7	5	-	918 15 0	-	6,123 6 7	55 0 0	-	-	-	403 15 8	468 15 8
9. 1,419 5 0	2	-	-	-	1,419 5 0	-	-	-	-	76 4 0	76 4 0
0. 4,783 18 5	4	-	-	-	4,783 18 5	-	-	-	-	2,198 18 2	2,198 18 2
1. 5,100 0 0	1	30 0 0	0 19 7	-	5,130 19 7	-	-	7 16 10	-	487 14 11	495 11 9
2. 2,000 0 0	4	-	98 0 0	-	2,098 0 0	-	-	-	-	392 6 2	392 6 2
3. -	-	-	-	-	-	-	-	-	-	14 6 3	14 6 3
4. -	-	-	-	-	-	-	-	-	1 8 8	242 5 7	243 14 3
5. 2,041 0 0	5	-	17 1 1	-	2,058 1 1	79 3 4	-	-	-	267 2 8	346 6 0

e For debts of 150l.

f For debts of 900l.

g Including 495l. 1s. 1d. defalcations of late surveyor.

h For debts of 350l.

m For debts of 534l.

n For debts of 1,244l. 15s. 5d.

o Including 3,450l. 10s. at 15s. per cent.

t For debts of 644l. 14s. 6d.

u For debts of 200l.

x For debts of 988l. 15s.

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands on 1st Jan. 1868.	3. Balance due to the Treasurers on 1st Jan. 1868.	INCOME.						9. Amount of Money borrowed on the Security of the Toll.
			4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.		
COUNTY OF STAFFORD— <i>continued.</i>	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
36. Uttoxeter and Blythe Marsh -	268 11 0	- - -	455 0 0	- - -	- - -	- - -	- - -	- - -	
37. Uttoxeter and Callingwood Plain -	147 1 2	- - -	164 17 6	- - -	- - -	- - -	- - -	- - -	
38. Uttoxeter and Stoke, and Millwich and Sandon -	265 18 8	- - -	186 0 0	- - -	- - -	- - -	25 18 0	- - -	
39. Walsall (united) -	480 15 9	- - -	2,076 5 0	- - -	- - -	- - -	- - -	- - -	
40. Walsall and Hamstead -	117 0 8	- - -	478 0 3	- - -	- - -	- - -	- - -	- - -	
41. Walton-in-Stone to Eccleshall -	629 8 5	- - -	219 10 0	- - -	- - -	- - -	19 9 1	- - -	
42. Wolverhampton, Old District -	660 9 3	- - -	2,925 0 8	- - -	- - -	- - -	12 0 0	- - -	
£	14,011 7 10	337 11 3	40,368 19 4	352 1 0	75 10 0	0 5 10	473 13 5	- - -	
43. Bilston <i>b</i> -	847 17 2	- - -	2,322 10 0	- - -	- - -	- - -	555 12 6	- - -	
COUNTY OF SUFFOLK.									
1. Bury St. Edmunds and Newmarket	254 17 1	- - -	211 18 4	- - -	- - -	- - -	2 5 0	- - -	
2. Claydon, Blakenham, Brockford, and Stowmarket -	280 8 4	- - -	489 9 0	- - -	- - -	0 15 0	91 16 6	- - -	
3. Ipswich to Helmingham, Deben- ham, &c. -	284 16 7	- - -	502 0 0	- - -	- - -	- - -	0 1 0	- - -	
4. Ipswich to South Town, and Dars- ham to Bungay -	44 6 7	- - -	1,276 0 0	- - -	- - -	- - -	- - -	- - -	
5. Ipswich and Stratford -	34 6 2	- - -	260 0 0	- - -	- - -	- - -	- - -	- - -	
6. Lakenheath to Hockwold -	160 1 1	- - -	156 9 1	- - -	- - -	- - -	- - -	- - -	
7. Mildenhall Burnt Fen -	222 6 10	- - -	229 10 0	24 0 0	- - -	- - -	- - -	- - -	
8. South Town -	31 4 11	- - -	338 0 0	- - -	- - -	- - -	20 0 0	- - -	
9. Sudbury to Bury St. Edmunds <i>g</i> -	283 11 11	- - -	452 2 9	- - -	- - -	- - -	149 0 6	- - -	
£	1,595 19 6	- - -	3,915 9 2	24 0 0	- - -	0 15 0	263 3 0	- - -	
COUNTY OF SURREY.									
1. Bedfont and Bagshot -	152 16 9	- - -	1,001 5 0	- - -	- - -	- - -	85 0 0	- - -	
2. Bramley and Ridgwick :—									
3. First District -	242 18 8	- - -	171 14 9	- - -	- - -	- - -	- - -	- - -	
4. Second District -	184 12 1	- - -	220 1 1	65 0 0	- - -	- - -	- - -	- - -	
5. Croydon and Reigate -	307 16 2	- - -	889 8 4	- - -	- - -	- - -	- - -	- - -	
6. Epsom -	1,306 6 11	- - -	1,578 6 8	- - -	- - -	- - -	83 5 5	- - -	
7. Godalming and Painshill -	39 12 0	- - -	209 5 5	- - -	- - -	- - -	- - -	- - -	
8. Guildford and Alfold -	278 6 8	- - -	772 14 9	- - -	- - -	- - -	- - -	- - -	
9. Guildford and Farnham -	161 6 5	- - -	260 6 5	- - -	- - -	- - -	- - -	- - -	
10. Horsham -	678 8 2	- - -	1,320 16 8	- - -	- - -	- - -	106 4 3	- - -	
11. Kingston and Leatherhead	412 19 1	- - -	400 1 8	- - -	- - -	- - -	- - -	- - -	
12. Kingston and Sheetbridge :—									
13. Lower District -	130 19 8	- - -	1,024 8 0	- - -	- - -	- - -	- - -	- - -	
14. Upper District -	- - -	42 19 2	1,050 0 0	- - -	- - -	- - -	40 8 3	- - -	
15. Limpsfield -	137 0 2	- - -	215 2 6	- - -	- - -	- - -	1 0 0	- - -	
16. Reigate -	1,084 0 2	- - -	1,290 0 0	- - -	- - -	- - -	42 13 7	- - -	
£	5,117 2 11	42 19 2	10,403 6 3	65 0 0	- - -	- - -	358 11 6	- - -	
COUNTY OF SUSSEX.									
1. Beach Down to Heathfield, Ro- bertsbridge, &c. -	- - -	32 15 9	279 10 0	- - -	- - -	- - -	57 0 0	- - -	
2. Beeding and Old Shoreham -	36 18 3	- - -	146 10 0	- - -	- - -	- - -	0 5 0	- - -	
3. Brede -	127 3 2	- - -	517 5 0	- - -	- - -	- - -	- - -	- - -	

a Contract work. *b* Local Act expired 1st November 1867, but no final account was received until after legal proceedings had commenced.
c Including 316*l.* 13*s.* 4*d.* to Bilston township. *d* From railway company. *e* Local Act expired 1st November 1868.
f Including team labour. *g* Allowed to parishes for 2 years. *h* Including materials, &c.

EXPENDITURE.									
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of		
							Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
36. 455 0 0	92 18 0	15 13 6	2 17 6	- - -	2 11 0	7 8 10	- - -	12 0 0	25 0 0
37. 164 17 6	a 75 0 0	- - -	- - -	- - -	- - -	1 13 0	- - -	7 0 0	- - -
38. 211 18 0	a 40 0 0	- - -	- - -	- - -	- - -	2 11 6	- - -	12 0 0	3 3 0
39. 2,076 5 0	835 12 10	301 14 9	238 5 6	- - -	5 0 0	65 18 3	- - -	25 0 0	80 0 0
40. 478 0 3	197 13 3	37 14 0	114 16 4	- - -	- - -	32 12 0	- - -	10 0 0	25 0 0
41. 238 19 1	88 3 0	49 1 0	126 3 3	- - -	- - -	24 18 0	- - -	10 10 0	15 0 0
42. 2,937 0 8	895 7 2	330 17 9	807 8 2	- - -	- - -	131 11 4	- - -	50 0 0	180 0 0
41,270 9 7	12,761 13 11	4,365 17 0	5,786 2 8	122 1 6	33 10 0	1,894 5 2	89 7 0	978 11 8	2,029 9 7
43. 2,878 2 6	d 1,084 0 8	203 5 7	e 580 2 3	35 10 0	- - -	289 8 7	11 7 6	65 12 6	100 0 0
1. 214 3 4	a 120 0 0	- - -	- - -	- - -	- - -	36 7 10	- - -	- - -	- - -
2. 582 0 6	322 10 0	128 10 11	35 6 1	- - -	1 15 0	49 8 3	15 0 0	40 0 0	85 0 0
3. 502 1 0	47 4 1	48 3 8	132 17 6	- - -	- - -	13 5 10	10 0 0	24 0 0	30 0 0
4. 1,276 0 0	450 6 2	50 0 2	583 17 6	- - -	11 10 0	74 8 7	- - -	80 0 0	100 0 0
5. 260 0 0	52 3 0	30 15 0	39 6 0	- - -	- - -	6 14 8	- - -	- - -	26 0 0
6. 156 9 1	- - -	- - -	- - -	- - -	- - -	4 8 0	- - -	10 0 0	- - -
7. 253 10 0	5 5 0	1 2 1	3 8 8	- - -	- - -	8 7 0	- - -	10 0 0	16 8 4
8. 358 0 0	32 2 1	68 18 7	75 16 4	- - -	- - -	15 19 8	- - -	15 0 0	10 10 0
9. 601 3 3	i 509 2 3	- - -	- - -	- - -	- - -	29 14 7	- - -	60 0 0	- - -
4,203 7 2	1,538 12 7	327 10 5	870 12 1	- - -	13 5 0	238 14 5	25 0 0	239 0 0	267 18 4
1. 1,086 5 0	243 19 0	- - -	k 233 13 11	- - -	- - -	63 15 0	- - -	55 0 0	80 0 0
2. 171 14 9	84 16 0	23 4 6	6 12 0	- - -	- - -	7 10 0	- - -	7 10 0	10 0 0
3. 285 1 1	56 3 9	34 13 10	47 4 4	- - -	- - -	1 3 3	- - -	7 10 0	10 0 0
4. 889 3 4	- - -	- - -	- - -	- - -	- - -	- - -	- - -	15 0 0	- - -
5. 1,661 12 1	447 11 2	8 8 0	657 3 0	- - -	- - -	68 10 4	- - -	25 0 0	105 0 0
6. 209 5 5	105 6 0	28 8 6	35 2 9	- - -	- - -	7 7 6	2 2 0	10 10 0	- - -
7. 772 14 9	176 10 10	76 14 6	153 2 6	- - -	4 0 0	26 13 4	- - -	20 0 0	30 0 0
8. 260 6 5	73 4 4	12 3 3	3 4 6	- - -	- - -	13 0 0	- - -	15 0 0	12 12 0
9. 1,427 0 11	266 11 0	293 18 2	341 19 8	- - -	- - -	37 4 0	- - -	40 0 0	150 0 0
10. 400 1 8	l 300 0 10	- - -	- - -	- - -	- - -	10 4 0	- - -	30 0 0	5 0 0
11. 1,024 8 0	438 17 10	48 1 3	180 16 5	- - -	- - -	72 9 2	- - -	40 0 0	70 0 0
12. 1,090 8 3	305 16 0	- - -	670 17 11	- - -	- - -	62 10 11	- - -	35 0 0	46 0 0
13. 216 2 6	78 13 2	13 16 8	58 13 6	- - -	- - -	4 6 9	- - -	0 5 0	20 0 0
14. 1,332 13 7	m 778 17 4	- - -	- - -	- - -	- - -	27 5 8	20 0 0	45 0 0	60 0 0
10,826 17 9	3,356 7 3	539 8 8	2,388 10 6	- - -	4 0 0	401 19 11	22 2 0	345 15 0	598 12 0
1. 336 10 0	70 0 10	80 5 9	115 10 0	- - -	1 16 0	6 18 7	- - -	15 0 0	- - -
2. 146 15 0	35 18 8	- - -	25 10 0	- - -	- - -	6 10 6	- - -	7 7 0	- - -
3. 517 5 0	61 10 4	35 4 2	78 3 9	- - -	- - -	17 17 3	5 0 0	15 0 0	25 0 0

(Continued on page 64.)

c From sale of Trust property.

h Proceeds of sale of Trust property.

d Including 876l. 4s. 2d. paid to the parishes on the Trust ceasing.

i Contract work, and including 204l. 2s. 3d. balance paid over to parishes on the Trust ceasing.

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. Total EXPENDITURE.
COUNTY OF STAFFORD— continued.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
36. Uttoxeter and Blythe Marsh -	- - -	67 0 0	- - -	a 243 5 0	10 3 1	- - -	478 16 11
37. Uttoxeter and Callingwood Plain -	- - -	- - -	- - -	b 50 0 0	2 0 8	- - -	135 13 8
38. Uttoxeter and Stoke, and Millwich and Sandon -	24 19 6	38 14 6	14 1 6	c 140 19 0	13 0 4	- - -	289 9 4
39. Walsall (united) -	- - -	- - -	570 7 3	- - -	27 16 2	- - -	2,149 14 9
40. Walsall and Hamstead -	- - -	11 3 3	- - -	- - -	0 19 3	- - -	429 18 1
41. Walton-in-Stone to Eccleshall -	40 15 8	- - -	474 15 0	- - -	12 15 10	- - -	842 1 9
42. Wolverhampton, Old District -	- - -	- - -	10 0 0	- - -	d 494 16 4	- - -	2,900 0 9
£	300 4 9	2,647 0 3	3,563 16 7	4,034 2 10	2,439 10 9	75 10 0	41,121 3 8
43. Bilston -	515 12 5	- - -	785 11 11	- - -	55 8 3	- - -	3,725 19 1
COUNTY OF SUFFOLK.							
1. Bury St. Edmunds and Newmarket	30 5 11	- - -	- - -	- - -	- - -	- - -	186 13 9
2. Claydon, Blakenham, Brockford, and Stowmarket -	- - -	- - -	30 0 0	- - -	33 1 8	- - -	740 11 11
3. Ipswich to Helmingham, Deben- ham, &c. -	8 17 6	133 0 0	- - -	- - -	3 4 9	- - -	450 13 4
4. Ipswich to South Town, and Dars- ham to Bungay -	- - -	- - -	- - -	- - -	70 11 6	- - -	1,420 13 11
5. Ipswich and Stratford -	16 15 4	44 12 6	- - -	- - -	13 19 7	- - -	230 6 1
6. Lakenheath to Hockwold -	2 5 0	39 0 0	- - -	100 0 0	7 17 10	- - -	163 10 10
7. Mildenhall Burnt Fen -	3 13 6	70 14 5	- - -	f 200 0 0	7 17 2	- - -	326 16 2
8. South Town -	- - -	21 9 0	- - -	- - -	110 12 7	- - -	350 8 3
9. Sudbury to Bury St. Edmunds -	17 9 4	- - -	- - -	- - -	g 268 9 0	- - -	884 15 2
£	79 6 7	308 15 11	30 0 0	300 0 0	515 14 1	- - -	4,754 9 5
COUNTY OF SURREY.							
1. Bedfont and Bagshot -	- - -	220 8 11	- - -	- - -	2 10 0	- - -	899 6 10
Bramley and Ridgwick :—	- - -	14 7 0	- - -	200 0 0	1 11 6	- - -	355 11 0
2. First District -	- - -	13 17 6	- - -	i 170 0 0	4 4 0	- - -	344 16 8
3. Second District -	- - -	38 17 4	- - -	865 0 0	17 15 10	- - -	936 13 2
4. Croydon and Reigate -	- - -	- - -	- - -	- - -	97 4 8	- - -	1,429 11 8
5. Epsom -	20 14 6	- - -	- - -	- - -	9 13 0	- - -	198 9 9
6. Godalming and Painshill -	- - -	- - -	- - -	- - -	2 18 3	- - -	790 8 11
7. Guildford and Alfold -	8 5 4	94 4 2	- - -	j 198 0 0	0 19 6	- - -	156 13 11
8. Guildford and Farnham -	5 0 0	21 10 4	- - -	1372 10 0	12 2 1	- - -	1,714 6 5
9. Horsham -	1 11 6	198 10 0	- - -	- - -	2 10 0	- - -	417 7 8
10. Kingston and Leatherhead -	8 10 2	61 2 8	- - -	- - -	- - -	- - -	- - -
Kingston and Sheetbridge :—	- - -	- - -	- - -	- - -	- - -	- - -	- - -
11. Lower District -	12 2 10	- - -	- - -	- - -	k 96 12 4	- - -	958 19 10
12. Upper District -	- - -	- - -	- - -	- - -	54 13 0	- - -	1,174 17 10
13. Limpsfield -	- - -	- - -	- - -	- - -	3 2 2	- - -	178 17 3
14. Reigate -	- - -	208 12 0	- - -	- - -	30 5 0	- - -	1,170 0 0
£	56 4 4	871 9 11	- - -	1,805 10 0	336 1 4	- - -	10,726 0 11
COUNTY OF SUSSEX.							
1. Beach Down to Heathfield, Ro- bertsbridge, &c. -	16 4 5	- - -	- - -	- - -	13 6 9	- - -	319 2 4
2. Beeding and Old Shoreham -	5 13 1	46 14 4	- - -	- - -	3 18 5	- - -	131 12 0
3. Brede -	28 14 2	113 2 2	- - -	- - -	10 13 3	- - -	390 5 1

a For debts of 350l.

b For debts of 150l.

c For debts of 380l.

d Including 365l. 6s. 3d. for gas.

A Including 1,300l. at 5 per cent.

i For debts of 200l.

k Interest omitted on 140l. unclaimed.

	DEBTS.						ARREARS OF INCOME.					
	27. Bonded or Mortgage Debts.	28. Rate of In- terest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers on 31st Dec. 1868.	32. TOTAL DEBTS.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Com- position for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands on 31st Dec. 1868.	38. TOTAL ASSETS.
	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
36.	3,100 0 0	2	- - -	- - -	- - -	3,100 0 0	- - -	- - -	- - -	- - -	244 14 1	244 14 1
37.	2,250 0 0	None	- - -	- - -	- - -	2,250 0 0	- - -	- - -	- - -	- - -	176 5 0	176 5 0
38.	3,775 0 0	1	- - -	4 0 10	- - -	3,779 0 10	- - -	- - -	- - -	- - -	188 7 4	188 7 4
39.	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	407 6 0	407 6 0
40.	250 0 0	4½	- - -	- - -	- - -	250 0 0	- - -	- - -	- - -	- - -	165 2 10	165 2 10
41.	- - -	- - -	- - -	- - -	- - -	- - -	201 0 0	- - -	- - -	17 0 0	26 5 9	244 5 9
42.	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	697 9 2	697 9 2
	100,047 7 5	- -	2,022 15 0	20,829 18 10	1,088 12 11	123,988 14 2	1,099 12 6	29 0 0	126 15 4	64 8 8	14,911 15 5	16,231 11 11
43.	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
1.	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	282 6 8	282 6 8
2.	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	121 16 11	121 16 11
3.	3,900 0 0	3½	- - -	168 4 2	- - -	4,068 4 2	- - -	- - -	- - -	- - -	336 4 3	336 4 3
4.	- - -	- - -	- - -	- - -	100 7 4	100 7 4	- - -	- - -	- - -	- - -	- - -	- - -
5.	1,275 0 0	3½	- - -	- - -	- - -	1,275 0 0	- - -	- - -	- - -	- - -	64 0 1	64 0 1
6.	5,418 0 0	2½	- - -	- - -	- - -	5,418 0 0	- - -	- - -	- - -	- - -	152 19 4	152 19 4
7.	3,135 3 0	2	- - -	64 19 9	- - -	3,200 2 9	- - -	- - -	- - -	- - -	149 0 8	149 0 8
8.	490 0 0	4½	- - -	- - -	- - -	490 0 0	- - -	- - -	- - -	- - -	38 16 8	38 16 8
9.	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
	14,218 3 0	- -	- - -	233 3 11	100 7 4	14,551 14 3	- - -	- - -	- - -	- - -	1,145 4 7	1,145 4 7
1.	4,700 0 0	4	207 19 8	68 0 0	- - -	4,975 19 8	- - -	- - -	15 0 0	- - -	339 14 11	354 14 11
2.	437 17 7	2½	- - -	9 17 0	- - -	447 14 7	- - -	- - -	- - -	- - -	59 2 5	59 2 5
3.	1,950 0 0	3½	- - -	63 0 0	- - -	2,013 0 0	- - -	- - -	- - -	- - -	124 16 6	124 16 6
4.	3,101 14 0	1	- - -	10 8 1	- - -	3,112 2 1	- - -	- - -	- - -	- - -	260 6 4	260 6 4
5.	- - -	- - -	46 12 6	- - -	- - -	46 12 6	- - -	- - -	- - -	- - -	1,538 7 4	1,538 7 4
6.	1,537 0 0	1d.	- - -	- - -	- - -	1,537 0 0	- - -	- - -	- - -	- - -	50 7 8	50 7 8
7.	2,000 0 0	4	50 0 0	100 2 6	- - -	2,150 2 6	- - -	- - -	- - -	- - -	260 12 6	260 12 6
8.	920 0 0	3	15 0 0	49 18 10	- - -	944 18 10	- - -	- - -	- - -	- - -	264 18 11	264 18 11
9.	5,150 0 0	4	- - -	m 6 0 0	- - -	5,156 0 0	- - -	- - -	15 0 0	- - -	391 2 8	406 2 8
10.	8,266 5 0	1½	48 19 0	327 15 9	- - -	8,642 19 9	- - -	- - -	20 0 0	- - -	395 13 1	415 13 1
11.	- - -	- - -	70 0 0	- - -	- - -	70 0 0	14 0 0	- - -	60 0 0	3 15 0	196 7 10	274 2 10
12.	- - -	- - -	- - -	- - -	127 8 9	127 8 9	- - -	- - -	- - -	- - -	- - -	- - -
13.	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	174 5 5	174 5 5
14.	10,490 0 0	2	- - -	203 8 6	- - -	10,693 8 6	- - -	- - -	- - -	- - -	1,246 13 9	1,246 13 9
	38,552 16 7	- -	438 11 2	798 10 8	127 8 9	39,917 7 2	14 0 0	- - -	110 0 0	3 15 0	5,302 9 4	5,480 4 4
1.	- - -	- - -	- - -	- - -	15 8 1	15 8 1	- - -	- - -	4 10 0	- - -	- - -	4 10 0
2.	1,590 0 0	3	- - -	- - -	- - -	1,590 0 0	- - -	- - -	- - -	- - -	52 1 3	52 1 3
3.	4,010 0 0	3	- - -	4 7 9	- - -	4,014 7 9	- - -	- - -	- - -	- - -	254 3 1	254 3 1

e Including 3,918l. not bearing interest.
 f For debts of 400l.

f For debts of 211l. 17s.
 m A portion omitted as unclaimed.

g Including 220l. compensation to officers.
 n Including lighting and watering.

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands on 1st Jan. 1868.	3. Balance due to the Treasurers on 1st Jan. 1868.	INCOME.					
			4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.
COUNTY OF SUSSEX— continued.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
4. Brighton, Cuckfield, and West Grinstead	388 16 1	- - -	1,930 0 0	- - -	- - -	- - -	17 9 6	- - -
5. Brighton and Newhaven	187 7 0	- - -	650 0 1	- - -	- - -	- - -	4 18 9	- - -
6. Brighton, Shoreham, and Lancing	- - -	2 1 11	1,504 9 5	- - -	- - -	- - -	10 0 0	- - -
7. Broil Park Gate to Battle	990 18 8	- - -	645 10 0	- - -	- - -	- - -	32 19 9	- - -
8. Bury	86 1 6	- - -	132 0 0	- - -	- - -	- - -	- - -	- - -
9. Cowfold and Henfield	237 1 10	- - -	315 0 0	- - -	- - -	- - -	9 15 6	- - -
10. Ditto, Branch	- - -	3 19 2	159 18 6	- - -	- - -	- - -	2 18 0	- - -
11. Crouch Hill and Hurstperpoint c	108 2 10	- - -	333 11 1	- - -	- - -	- - -	d 250 0 0	- - -
12. Five Oaks	84 0 4	- - -	208 0 0	- - -	- - -	- - -	0 12 0	- - -
13. Flimwell and Hastings	555 19 9	- - -	1,886 15 0	- - -	- - -	- - -	- - -	- - -
14. Henfield	116 17 7	- - -	161 0 0	- - -	- - -	- - -	1 5 0	- - -
15. Hollington and Hastings	- - -	0 4 2	648 15 0	- - -	- - -	- - -	- - -	- - -
16. Horsebridge and Horeham	65 3 9	- - -	742 13 11	- - -	- - -	- - -	2 15 0	- - -
17. Horsham and Crawley	27 17 11	- - -	170 3 7	70 0 0	- - -	- - -	3 1 0	- - -
18. Horsham and Guildford	165 9 2	- - -	354 0 0	- - -	- - -	- - -	1 2 0	- - -
19. Horsham and Steyning	202 7 4	- - -	486 0 0	- - -	- - -	- - -	11 10 0	- - -
20. Hurstperpoint and Poynings c	- - -	3 11 10	35 11 0	- - -	- - -	- - -	g 20 0 0	- - -
21. Lewes and Brighton	110 15 6	- - -	488 0 6	- - -	- - -	- - -	- - -	- - -
22. Lewes to Eastbourne and Hail- ham	15 12 3	- - -	897 3 5	155 10 7	- - -	- - -	- - -	- - -
23. Mayfield and Wadhurst	644 1 1	- - -	1,888 5 0	- - -	- - -	- - -	10 0 0	- - -
24. Midhurst and Sheetbridge	152 12 8	- - -	226 19 4	- - -	- - -	0 0 9	4 19 0	- - -
25. New Chapel, Lindfield, and Brighthelmston	- - -	98 7 2	753 0 0	467 16 7	- - -	- - -	7 13 9	- - -
26. Petworth	220 1 1	- - -	977 3 0	- - -	- - -	- - -	15 1 0	- - -
27. Pyecombe and Hicksted	73 13 5	- - -	462 0 0	- - -	- - -	- - -	6 1 2	- - -
28. Robertsbridge Clappers	181 13 5	- - -	100 0 0	- - -	- - -	- - -	- - -	- - -
29. Rye	- - -	24 0 8	725 0 0	- - -	- - -	- - -	5 10 0	- - -
30. Saint Leonards and Sedlescomb	501 0 6	- - -	588 5 0	- - -	- - -	- - -	- - -	- - -
31. Staplecross	- - -	9 13 8	266 12 4	- - -	- - -	- - -	- - -	- - -
32. Storrington and Ball's Hutt	111 3 9	- - -	207 0 0	- - -	- - -	- - -	1 10 0	- - -
33. Storrington and Wiston	234 9 10	- - -	533 5 0	- - -	- - -	0 5 0	0 18 0	- - -
34. Tunbridge Wells to Maresfield and New Road (united)	30 11 8	- - -	697 15 0	- - -	- - -	- - -	2 10 0	- - -
35. Tunbridge Wells to Uckfield	178 17 0	- - -	392 13 2	- - -	- - -	- - -	- - -	- - -
36. Worthing and Branch	287 2 4	- - -	440 5 0	- - -	49 0 0	- - -	10 8 6	- - -
37. Worthing and Lancing	188 8 2	- - -	78 11 8	- - -	- - -	- - -	i 174 3 0	- - -
£	6,310 7 10	174 14 4	20,528 11 0	693 7 2	49 0 0	0 5 9	664 5 11	- - -
COUNTY OF WARWICK.								
1. Alcester (united)	108 1 1	- - -	1,173 10 0	- - -	- - -	- - -	- - -	- - -
2. Ansley and Whitacre	- - -	104 11 5	62 10 8	- - -	- - -	- - -	10 0 0	- - -
3. Birmingham and Blakedown Pool	89 8 3	- - -	1,217 0 4	- - -	- - -	- - -	2 16 3	- - -
4. Birmingham and Spernal Ash	273 6 4	- - -	824 18 4	- - -	- - -	- - -	10 8 2	- - -
5. Birmingham to Stonebridge	66 19 8	- - -	772 10 0	- - -	- - -	- - -	10 18 3	- - -
6. Birmingham and Stratford-on- Avon	219 16 6	- - -	1,185 8 4	- - -	- - -	- - -	7 4 0	- - -
7. Birmingham, Warwick, and War- mington	624 0 7	- - -	1,660 0 0	- - -	- - -	- - -	16 0 0	- - -
8. Birmingham and Watford Gap	- - -	35 6 6	1,508 9 8	- - -	- - -	- - -	41 5 0	- - -
9. Ditto, Kingsbury Branch	- - -	- - -	183 3 8	- - -	- - -	- - -	- - -	- - -
10. Castle Bromwich and Birmingham, (united)	302 11 4	- - -	410 10 0	- - -	- - -	- - -	2 10 0	- - -
11. Coventry and Stoney Stanton	60 9 3	- - -	514 12 0	- - -	- - -	- - -	6 0 0	- - -
12. Coventry and Wolvey	2 13 8	- - -	248 0 0	- - -	- - -	- - -	- - -	- - -
13. Dunchurch and Southam	24 7 1	- - -	160 13 4	73 0 0	- - -	- - -	- - -	- - -
14. Dunchurch and Stonebridge	144 15 2	- - -	597 10 0	- - -	- - -	- - -	- - -	- - -
15. Evesham and Alcester, Alcester District	- - -	41 19 0	210 16 8	- - -	- - -	- - -	- - -	- - -
16. Fillongley and Over Whitacre	110 1 6	- - -	218 15 0	- - -	- - -	- - -	- - -	- - -
17. Finford Bridge and Banbury	241 11 6	- - -	778 0 0	- - -	- - -	- - -	- - -	- - -
18. Great Kingston and Wellesbourne	99 12 11	- - -	250 18 4	- - -	- - -	- - -	0 12 0	- - -
19. Hinckley and Coventry	73 1 8	- - -	942 11 0	- - -	- - -	- - -	- - -	- - -

a Including team labour. b Including materials, &c. c Local Act expired 1st November 1868.
f Including 15*l.* 15*s.* reward for extra services. g From sale of tollhouse.

EXPENDITURE.										
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of			
							Treasurer.	Clerk.	Surveyor.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
4.	1,947 9 6	501 18 8	446 4 1	242 6 1	- - -	108 5 6	- - -	40 0 0	70 0 0	
5.	654 18 10	129 19 1	- - -	a 100 18 0	- - -	49 16 1	- - -	- - -	- - -	
6.	1,514 9 5	398 2 5	54 6 9	410 2 5	- - -	47 18 6	- - -	20 0 0	83 9 6	
7.	678 9 9	131 8 0	295 7 8	30 3 0	- - -	19 10 0	- - -	15 0 0	44 4 0	
8.	132 0 0	b 68 8 9	- - -	- - -	1 4 0	7 0 0	- - -	15 0 0	- - -	
9.	324 15 6	96 7 4	35 11 6	75 12 6	- - -	8 2 9	- - -	20 0 0	21 0 0	
10.	162 16 6	42 8 0	20 0 0	59 3 4	- - -	2 16 2	- - -	- - -	15 0 0	
11.	583 11 1	c 375 9 4	3 15 0	- - -	- - -	4 4 3	- - -	20 0 0	f 25 1 7	
12.	208 12 0	23 19 4	- - -	46 10 0	- - -	7 9 8	- - -	12 12 0	12 0 0	
13.	1,886 15 0	278 10 6	218 5 1	448 16 9	- - -	33 2 4	- - -	25 0 0	25 5 6	
14.	162 5 0	42 7 0	60 16 0	- - -	- - -	10 8 7	- - -	18 13 0	5 0 0	
15.	648 15 0	- - -	- - -	- - -	- - -	5 0 0	- - -	- - -	- - -	
16.	745 8 11	131 17 6	222 3 10	133 18 4	- - -	21 1 2	- - -	25 0 0	75 0 0	
17.	243 4 7	66 5 0	7 5 4	80 5 3	- - -	13 6 8	- - -	- - -	7 10 0	
18.	335 2 0	84 5 4	1 10 0	117 6 8	- - -	11 19 5	- - -	- - -	15 0 0	
19.	497 10 0	135 10 2	4 13 0	121 13 10	- - -	19 15 7	- - -	13 0 0	25 0 0	
20.	55 11 0	h 44 6 6	- - -	- - -	- - -	2 4 6	- - -	- - -	4 7 2	
21.	488 0 6	140 4 0	121 16 4	115 3 0	7 19 6	2 6 9	- - -	16 0 0	35 0 0	
22.	1,052 14 0	103 9 9	179 1 3	78 6 9	11 14 8	18 16 9	- - -	15 0 0	60 0 0	
23.	1,398 5 0	262 15 2	388 16 6	192 5 3	- - -	76 13 5	- - -	20 0 0	- - -	
24.	231 19 1	76 16 8	41 19 0	69 9 6	- - -	9 16 1	- - -	20 0 0	- - -	
25.	1,228 10 4	258 16 6	250 6 0	182 6 4	- - -	21 10 9	- - -	20 0 0	30 0 0	
26.	992 4 0	279 11 0	139 16 10	121 3 2	- - -	33 0 7	15 0 0	32 8 0	77 12 0	
27.	468 1 2	94 18 10	76 19 0	22 15 0	18 16 1	28 7 5	- - -	- - -	10 0 0	
28.	100 0 0	- - -	- - -	- - -	- - -	3 14 11	- - -	- - -	- - -	
29.	780 10 0	201 1 2	192 5 7	203 17 3	- - -	35 6 7	5 0 0	15 0 0	35 0 0	
30.	588 5 0	40 14 9	101 1 1	111 5 6	- - -	68 1 10	- - -	12 0 0	10 0 0	
31.	266 12 4	27 17 4	51 11 11	56 3 10	- - -	10 1 11	2 10 0	10 0 0	12 0 0	
32.	208 10 0	63 8 0	28 13 6	31 1 0	- - -	10 12 5	- - -	12 12 0	- - -	
33.	534 8 0	58 12 8	- - -	a 165 0 4	- - -	16 10 3	- - -	18 18 0	5 0 0	
34.	700 5 0	105 1 4	262 3 0	153 13 11	3 0 0	8 13 1	- - -	12 0 0	30 0 0	
35.	392 13 2	148 19 2	107 12 10	34 16 8	- - -	8 15 4	- - -	24 0 0	45 0 0	
36.	499 13 6	133 18 6	- - -	a 102 11 0	- - -	8 15 4	- - -	21 0 0	35 0 0	
37.	252 14 8	26 17 7	- - -	9 4 6	- - -	100 0 0	- - -	32 18 10	8 9 0	
	21,935 9 10	4,741 15 2	3,427 11 0	3,735 2 11	- - -	44 10 3	864 10 11	27 10 0	543 8 10	840 18 9
1.	1,173 10 0	431 9 10	121 13 8	179 0 8	1 13 8	139 8 5	- - -	- - -	185 0 0	
2.	72 10 8	8 0 4	0 5 6	0 6 0	- - -	2 12 2	- - -	11 0 0	7 10 0	
3.	1,219 16 7	304 18 1	80 14 0	101 5 6	3 16 0	71 12 9	- - -	31 10 0	100 0 0	
4.	835 6 6	288 4 6	97 13 0	241 2 0	- - -	94 9 1	- - -	40 0 0	75 0 0	
5.	783 8 3	199 10 4	93 19 4	199 5 8	4 10 0	81 0 10	- - -	31 10 0	100 0 0	
6.	1,192 12 4	413 5 9	158 10 0	163 17 4	11 15 2	131 0 10	- - -	40 0 0	75 0 0	
7.	1,676 0 0	555 4 4	177 13 0	197 7 2	43 6 6	90 19 2	40 0 0	- - -	147 0 0	
8.	1,549 14 8	313 4 4	162 9 10	318 1 4	- - -	122 18 6	- - -	35 0 0	90 0 0	
9.	183 3 8	93 2 0	1 16 0	81 3 9	- - -	7 1 11	- - -	- - -	- - -	
10.	413 0 0	179 6 0	33 11 6	76 9 0	- - -	50 8 7	- - -	30 0 0	50 0 0	
11.	520 12 0	111 16 10	4 1 6	262 18 11	- - -	2 5 1	- - -	25 0 0	30 0 0	
12.	248 0 0	87 12 11	20 16 8	54 18 5	- - -	17 7 10	- - -	10 10 0	20 0 0	
13.	233 13 4	43 1 1	22 18 5	60 3 4	- - -	- - -	2 2 0	5 0 0	5 0 0	
14.	597 10 0	200 18 1	20 1 7	186 1 10	5 2 6	14 12 0	- - -	- - -	60 0 0	
15.	210 16 8	50 14 10	20 0 4	20 17 5	- - -	12 0 2	- - -	- - -	15 0 0	
16.	218 15 0	70 4 1	29 2 0	56 7 7	- - -	4 1 2	- - -	- - -	20 0 0	
17.	778 0 0	162 4 7	19 8 6	164 10 4	- - -	39 3 7	20 0 0	10 0 0	45 0 0	
18.	251 10 4	126 2 2	47 5 2	27 10 9	3 2 9	3 5 6	3 0 0	- - -	10 0 0	
19.	942 11 0	281 11 3	42 12 5	151 0 10	- - -	32 2 7	- - -	31 10 0	60 0 0	

(Continued on page 68.)

d From sale of Trust property.

h Including 32l. 19s. 6d. paid to the parishes on the Trust ceasing.

e Including 330l. paid to parishes on the Trust ceasing.

i Assessments on the lands.

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20.	21.	22.	23.	24.	25.	26.
	Law Charges.	Interest of Debt.	Improvements.	Debts paid off.	Incidental Expenses.	Estimated Value of Statute Duty performed.	TOTAL EXPENDITURE.
COUNTY OF SUSSEX— continued.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
4. Brighton, Cuckfield, and West Grinstead	20 14 0	169 1 11	- - -	402 10 0	15 12 9	- - -	2,016 13 0
5. Brighton and Newhaven	28 10 0	193 6 10	- - -	150 0 0	- - -	- - -	652 10 0
6. Brighton, Shoreham, and Lancing	75 5 4	- - -	- - -	- - -	b 209 5 3	- - -	1,298 10 3
7. Broil Park Gate to Battle	20 8 4	- - -	- - -	- - -	16 9 6	- - -	572 10 6
8. Bury	- - -	29 19 0	- - -	c 75 0 0	3 11 7	- - -	300 3 4
9. Cowfold and Henfield	7 16 2	18 15 0	- - -	d 194 10 0	6 9 1	- - -	484 4 4
10. Ditto, Branch	21 1 7	- - -	- - -	- - -	0 10 7	- - -	160 19 8
11. Crouch Hill and Hurstperpoint	39 10 9	5 0 0	- - -	200 0 0	18 13 0	- - -	691 13 11
12. Five Oaks	6 15 10	65 2 0	- - -	- - -	0 12 5	- - -	175 1 3
13. Flimwell and Hastings	- - -	570 18 7	- - -	237 0 0	15 19 6	- - -	1,852 11 3
14. Henfield	- - -	31 6 10	- - -	- - -	0 19 6	- - -	169 10 11
15. Hollington and Hastings	38 17 10	111 1 3	- - -	455 12 0	13 7 7	- - -	623 10 1
16. Horsebridge and Horeham	5 7 4	- - -	- - -	- - -	21 0 6	- - -	635 8 1
17. Horsham and Crawley	26 7 8	52 10 0	- - -	- - -	1 2 1	- - -	254 12 1
18. Horsham and Guildford	18 11 9	64 8 9	- - -	- - -	1 11 10	- - -	314 13 3
19. Horsham and Steyning	9 19 4	119 12 6	- - -	- - -	9 9 5	- - -	456 13 14
20. Hurstperpoint and Poynings	- - -	- - -	- - -	- - -	1 1 0	- - -	51 19 1
21. Lewes and Brighton	15 15 6	- - -	- - -	- - -	3 7 9	- - -	457 12 11
22. Lewes to Eastbourne and Hail- ham	- - -	68 14 9	- - -	d 520 0 0	11 12 8	- - -	1,066 16 7
23. Mayfield and Wadhurst	10 10 6	220 4 2	- - -	e 510 8 0	18 14 0	- - -	1,700 7 0
24. Midhurst and Sheetbridge	10 4 11	- - -	- - -	- - -	8 12 1	- - -	236 18 3
25. New Chapel, Lindfield, and Brighthelmston	16 2 0	84 17 11	- - -	- - -	37 13 11	- - -	901 13 5
26. Petworth	- - -	112 8 4	- - -	f 196 0 0	4 0 9	- - -	1,011 0 8
27. Pyecombe and Hicksted	21 19 0	92 9 11	- - -	- - -	7 13 5	- - -	373 18 8
28. Robertsbridge Clappers	- - -	23 7 0	- - -	- - -	- - -	- - -	27 1 11
29. Rye	22 8 6	15 12 0	- - -	- - -	5 12 6	- - -	731 3 7
30. Saint Leonards and Sedlescomb	12 2 0	63 2 6	- - -	340 0 0	44 9 8	- - -	802 17 4
31. Staplecross	25 12 11	50 18 4	- - -	- - -	4 14 0	- - -	251 10 3
32. Storrington and Ball's Hutt	6 15 6	26 0 0	- - -	i 97 0 0	4 18 0	- - -	281 0 3
33. Storrington and Wiston	8 18 0	101 18 9	- - -	j 151 10 0	6 5 6	- - -	532 13 6
34. Tunbridge Wells to Maresfield and New Road (united)	10 2 2	58 15 0	- - -	m 60 0 0	6 12 10	- - -	710 1 4
35. Tunbridge Wells to Uckfield	2 3 9	12 3 9	- - -	100 0 0	5 10 8	- - -	489 2 2
36. Worthing and Branch	11 19 8	56 1 10	- - -	237 10 0	8 8 10	49 0 0	664 5 2
37. Worthing and Lancing	- - -	- - -	160 8 6	- - -	- - -	- - -	332 18 5
£	544 12 0	2,577 13 5	160 8 6	3,927 0 0	542 0 7	49 0 0	22,026 2 4
COUNTY OF WARWICK.							
1. Alcester (united)	41 10 5	31 4 0	- - -	- - -	6 16 7	- - -	1,087 17 3
2. Ansley and Whitacre	- - -	n 5 4 0	- - -	- - -	15 7 0	- - -	50 5 0
3. Birmingham and Blakedown Pool	21 16 8	121 2 2	- - -	207 0 0	105 3 0	- - -	1,148 18 2
4. Birmingham and Spernal Ash	- - -	- - -	- - -	- - -	25 5 7	- - -	861 14 3
5. Birmingham to Stonebridge	14 10 6	40 17 4	- - -	- - -	33 16 0	- - -	749 0 0
6. Birmingham and Stratford-on- Avon	- - -	13 10 0	76 12 10	- - -	62 13 11	- - -	1,146 5 10
7. Birmingham, Warwick, and War- mington	46 8 11	69 0 10	- - -	600 0 0	31 10 6	- - -	1,998 10 5
8. Birmingham and Watford Gap	- - -	51 2 11	138 0 0	- - -	60 19 3	- - -	1,291 16 2
9. Ditto, Kingsbury Branch	- - -	- - -	- - -	- - -	- - -	- - -	183 3 3
10. Castle Bromwich and Birmingham, (united)	- - -	34 10 10	- - -	- - -	10 14 3	- - -	465 0 2
11. Coventry and Stoney Stanton	7 11 8	54 12 3	- - -	- - -	25 16 7	- - -	524 2 10
12. Coventry and Wolvey	2 4 0	17 3 3	- - -	- - -	6 0 0	- - -	236 13 1
13. Dunchurch and Southam	- - -	34 7 6	- - -	q 24 0 0	17 4 0	- - -	213 16 4
14. Dunchurch and Stonebridge	34 7 2	- - -	- - -	- - -	16 6 6	- - -	487 9 6
15. Evesham and Alcester, Alcester District	14 0 2	7 16 0	- - -	- - -	2 3 10	- - -	142 12 9
16. Fillongley and Over Whitacre	15 5 1	24 16 1	- - -	40 0 0	6 17 1	- - -	266 13 1
17. Finford Bridge and Banbury	9 9 0	52 12 8	- - -	200 0 0	14 14 6	- - -	737 3 2
18. Great Kington and Wellesbourne	- - -	- - -	- - -	- - -	10 0 2	- - -	230 6 6
19. Hinckley and Coventry	222 17 1	9 15 10	- - -	- - -	44 6 8	- - -	875 16 8

(Continued from page 67.)

a Including 50l. at 5 per cent. b Including 185l. 15s. 9d. for lighting and watering. c For debts of 200l.
f The Local Act having expired, the bonded debt of 1,380l. and unpaid interest are omitted. g For debts of 874l. 8s. 6d.
i For debts of 250l. m For debts of 100l. n On Treasurer's balance.

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1868.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1868.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
4. 4,700 0 0	3½	-	-	-	4,700 0 0	-	-	-	-	319 12 7	319 12 7
5. 9,550 0 0	2	-	192 10 0	-	9,742 10 0	-	-	-	-	189 15 10	189 15 10
6. -	-	-	-	-	-	-	-	-	-	213 17 4	213 17 4
7. -	-	-	-	-	-	-	-	-	-	1,096 17 11	1,096 17 11
8. 1,825 0 0	1	2 6 6	18 5 0	-	1,843 11 6	-	-	-	67 10 0	17 18 2	85 8 2
9. 1,875 0 0	1	-	-	-	1,875 0 0	-	-	-	-	77 13 0	77 13 0
10. -	-	-	-	2 2 4	2 2 4	-	-	-	-	-	-
11. -	-	-	-	-	-	-	-	-	-	-	-
12. 4,340 0 0	1½	-	-	-	4,340 0 0	-	-	-	-	117 11 1	117 11 1
13. 21,470 0 0	3	-	656 18 9	-	22,126 18 9	-	-	-	-	589 16 6	589 16 6
14. 3,134 10 0	1	-	-	-	3,134 10 0	-	-	-	-	109 11 8	109 11 8
15. 10,934 8 0	1	-	-	-	10,934 8 0	-	-	-	-	24 12 2	24 12 2
16. -	-	-	-	-	-	-	-	-	-	175 4 0	175 4 0
17. 5,250 0 0	1	-	-	-	5,250 0 0	-	-	-	-	16 10 6	16 10 6
18. 12,887 12 0	½	-	-	-	12,887 12 0	-	-	-	-	205 17 5	205 17 5
19. 4,055 0 0	3	-	243 6 0	-	4,298 6 0	-	-	-	-	241 3 6	241 3 6
20. -	-	-	-	-	-	-	-	-	-	-	-
21. -	-	-	-	-	-	-	-	-	-	141 3 2	141 3 2
22. 1,700 0 0	3	-	-	-	1,700 0 0	-	-	-	-	1 9 8	1 9 8
23. 4,451 6 2	4	-	-	-	4,451 6 2	-	-	-	-	341 19 1	341 19 1
24. -	-	30 0 0	-	-	30 0 0	-	-	-	-	147 13 6	147 13 6
25. 8,494 16 0	1	-	-	-	8,494 16 0	-	-	-	-	228 9 9	228 9 9
26. 3,137 17 10	3½	-	-	-	3,137 17 10	-	-	-	-	201 4 5	201 4 5
27. 9,249 10 0	1	-	-	-	9,249 10 0	-	-	-	-	167 15 11	167 15 11
28. 1,500 0 0	4	-	174 3 2	-	1,674 3 2	-	-	-	-	254 11 6	254 11 6
29. 400 0 0	4	-	-	24 14 3	424 14 3	-	-	-	-	-	-
30. 3,060 0 0	2	-	-	-	3,060 0 0	-	-	-	-	286 8 2	286 8 2
31. 1,300 0 0	4	-	-	-	1,300 0 0	55 12 8	-	-	-	5 8 5	61 1 1
32. 5,320 0 0	2½	-	19 5 0	-	5,339 5 0	-	-	-	-	88 13 4	88 13 4
33. 2,537 10 0	3½	-	88 16 3	-	2,626 6 3	-	-	-	-	286 4 4	286 4 4
34. 1,900 0 0	3	-	-	-	1,900 0 0	-	-	-	-	20 15 4	20 15 4
35. 200 0 0	5	-	-	-	200 0 0	-	-	-	-	82 8 0	82 8 0
36. 1,250 0 0	3½	-	48 15 0	-	1,298 15 0	-	-	-	-	122 10 8	122 10 8
37. 7,405 10 0	5	471 10 4	11,799 9 7	-	19,676 9 11	-	-	-	-	108 4 5	108 4 5
137,528 0 0	-	503 16 10	13,240 16 6	42 4 8	151,314 18 0	55 12 8	-	4 10 0	67 10 0	6,087 5 8	6,214 18 4
1. 800 0 0	4	-	-	-	800 0 0	-	-	-	-	193 13 10	193 13 10
2. 2,600 0 0	1d.	-	-	82 5 9	2,682 5 9	8 9 4	-	-	48 14 10	-	57 4 2
3. 2,307 0 0	5	-	-	-	2,307 0 0	-	-	-	-	160 6 8	160 6 8
4. -	-	-	-	-	-	-	-	-	-	246 18 8	246 18 8
5. 636 0 0	5	-	7 10 0	-	643 10 0	-	-	-	-	101 7 11	101 7 11
6. 300 0 0	4½	-	-	-	300 0 0	150 0 0	-	-	-	266 3 0	416 3 0
7. 880 13 7	4	-	101 17 10	-	982 11 5	-	-	-	-	301 10 2	301 10 2
8. 1,000 0 0	4	-	-	-	1,000 0 0	-	-	-	-	222 12 0	222 12 0
9. -	-	-	-	-	-	-	-	-	-	-	-
10. 1,100 0 0	4	-	64 10 7	-	1,164 10 7	-	-	-	-	250 11 2	250 11 2
11. 3,559 16 6	3	-	0 1 5	-	3,559 17 11	-	-	-	-	56 18 5	56 18 5
12. 41 0 10	4	-	5 15 8	-	46 16 6	-	-	-	-	14 0 7	14 0 7
13. 1,450 0 0	2½	-	45 10 0	-	1,495 10 0	-	-	-	-	44 4 1	44 4 1
14. -	-	-	-	-	-	-	-	-	-	254 15 6	254 15 6
15. 200 0 0	4	-	-	-	200 0 0	19 3 4	-	-	-	26 4 11	45 8 3
16. 356 10 0	4	-	-	-	356 10 0	-	-	-	-	62 3 5	62 3 5
17. 1,520 0 0	3	-	-	-	1,520 0 0	-	-	-	-	282 8 4	282 8 4
18. -	-	-	-	-	-	-	-	-	-	120 16 9	120 16 9
19. 100 0 0	5	-	-	-	100 0 0	-	-	-	-	139 16 0	139 16 0

d For debts of 650l.

h For debts of 200l.

i For debts of 180l.

e Including 2,181l. at 1½ per cent. and 685l. not bearing interest.

f Including 4,550l. at one penny per cent., until the preference debt is paid off.

o Misstated in previous returns.

p Including 1,750l. at one penny per cent.

q For debts of 60l.

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands on 1st Jan. 1868.	3. Balance due to the Treasurers on 1st Jan. 1868.	INCOME.					
			4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.
COUNTY OF WARWICK— <i>continued.</i>	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
20. Mancetter and Wolvey Heath -	10 12 4	- - -	243 0 0	- - -	- - -	- - -	- - -	- - -
21. Rugby and Hinckley -	213 18 2	- - -	362 18 4	- - -	- - -	- - -	- - -	- - -
22. Rugby and Kilworth -	153 19 2	- - -	224 15 0	- - -	- - -	- - -	0 14 0	- - -
23. Rugby and Lutterworth -	534 8 3	- - -	326 5 0	- - -	- - -	0 10 0	21 13 8	- - -
24. Rugby and Warwick -	96 17 2	- - -	355 3 4	- - -	- - -	5 4 0	2 10 0	- - -
25. Southam and Kineton -	151 0 6	- - -	151 0 0	- - -	- - -	- - -	- - -	- - -
26. Stonebridge and Kenilworth -	103 4 11	- - -	119 9 1	- - -	- - -	- - -	- - -	- - -
27. Stratford and Edgehill -	8 13 1	- - -	827 0 0	85 10 0	- - -	- - -	- - -	- - -
28. Stratford-upon-Avon and Long Compton -	122 0 7	- - -	1,136 15 6	- - -	- - -	- - -	8 0 0	- - -
29. Warwick, Coventry, and Leam- ington -	312 8 9	- - -	797 10 0	65 0 0	- - -	- - -	30 0 0	- - -
30. Warwick and Paddlebrook and Stratford -	73 10 4	- - -	774 2 2	- - -	- - -	- - -	36 2 0	- - -
31. Watling Street, Bentley Lane and Branch, Pinwall Lane and Ap- pleby (united) -	354 6 11	- - -	1,375 0 0	- - -	- - -	10 4 0	0 3 6	- - -
32. Wellesbourne and Stratford -	55 3 11	- - -	217 1 9	- - -	- - -	- - -	32 10 0	- - -
£	4,680 19 7	181 16 11	19,329 17 6	223 10 0	- - -	15 18 0	239 6 10	- - -
COUNTY OF WESTMORLAND.								
1. Ambleside -	420 19 10	- - -	1,176 0 0	- - -	- - -	- - -	0 19 4	- - -
2. Appleby and Kendal -	154 17 9	- - -	380 3 3	- - -	- - -	- - -	3 0 3	- - -
3. Brough and Bowes, and Maiden Castle and Barrow's Brow to the Coal Works (united) -	16 5 11	- - -	56 3 8	29 10 0	- - -	- - -	- - -	- - -
4. Brough and Eamont Bridge -	50 6 4	- - -	280 0 0	- - -	- - -	- - -	- - -	- - -
5. Brough and Middleton -	88 18 9	- - -	180 0 0	- - -	- - -	- - -	1 3 6	- - -
6. Heronsyke and Eamont Bridge -	243 5 2	- - -	645 10 0	- - -	- - -	- - -	12 4 0	- - -
7. Kirkby Lonsdale, Kendal, and Milnthorpe -	157 13 5	- - -	459 5 0	- - -	- - -	- - -	1 11 4	- - -
8. Kirkby Stephen and Hawes -	- - -	2 0 7	148 10 0	- - -	- - -	- - -	- - -	- - -
9. Milnthorpe and Levens -	308 9 10	- - -	417 0 0	- - -	- - -	- - -	6 6 11	- - -
£	1,440 17 0	2 0 7	3,742 11 11	29 10 0	- - -	- - -	25 5 4	- - -
COUNTY OF WILTS.								
1. Amesbury -	5 14 9	- - -	434 7 8	- - -	- - -	- - -	3 16 0	- - -
2. Beckhampton -	50 8 1	- - -	457 16 8	- - -	- - -	- - -	5 2 0	- - -
3. Bradford -	366 13 9	- - -	740 0 0	- - -	- - -	- - -	7 12 9	- - -
4. Burford, Leachdale, and Swindon -	- - -	56 4 10	584 0 0	- - -	- - -	- - -	1 0 0	- - -
5. Calne -	161 1 0	- - -	550 18 4	- - -	- - -	0 6 9	15 14 6	- - -
6. Calne, Hillmarton, and Lyneham, or Second District -	238 14 2	- - -	216 0 0	334 5 10	- - -	- - -	- - -	- - -
7. Chippenham -	832 3 10	- - -	1,221 0 0	- - -	- - -	- - -	40 15 0	- - -
8. Corsham -	67 5 3	- - -	545 0 0	- - -	- - -	- - -	26 5 6	- - -
9. Devizes (consolidated) f -	238 1 4	- - -	1,422 11 6	- - -	- - -	- - -	91,081 12 0	- - -
10. Draycot, or Upper District -	12 14 3	- - -	181 0 0	- - -	- - -	- - -	- - -	- - -
11. Everley -	129 0 8	- - -	259 3 10	- - -	- - -	- - -	- - -	- - -
12. Fisherton, Wilton, Heytesbury, Willoughby Edge, and Redhone -	267 4 7	- - -	1,052 10 0	- - -	- - -	- - -	29 14 9	- - -
13. Holt -	185 4 0	- - -	201 13 4	- - -	- - -	- - -	10 0 0	- - -
14. Kennet and Amesbury -	281 3 9	- - -	607 11 9	- - -	- - -	- - -	90 6 4	- - -
15. Malmesbury, First District -	88 4 2	- - -	909 18 4	- - -	- - -	- - -	- - -	- - -
16. Ditto, Second District -	438 1 10	- - -	1,844 16 8	- - -	- - -	- - -	- - -	- - -
17. Ditto, Third District -	96 19 1	- - -	597 1 8	84 18 0	- - -	- - -	- - -	- - -
18. Marlborough and Froxfield -	- - -	3 4 1	119 0 0	- - -	- - -	- - -	0 10 0	- - -
19. Marlborough and Salisbury -	48 6 10	- - -	786 16 7	- - -	- - -	0 9 6	0 9 6	- - -
20. Marshfield -	23 4 0	- - -	478 0 0	- - -	- - -	- - -	6 0 6	- - -
21. Melksham -	26 12 1	- - -	738 6 8	- - -	- - -	- - -	52 14 6	- - -
22. Sarum and Eling, Eling District -	597 16 10	- - -	990 16 8	- - -	- - -	- - -	21 15 7	- - -
23. Ditto, Locombe District -	- - -	18 13 2	159 0 0	- - -	- - -	- - -	7 0 3	- - -

a Agent's commission. b Contract work. c Including materials, &c. d Allowance to parishes. e Including 15l. 13s. for extra work.
f Including 38l. 9s. 5d. balance, and 532l. 3s. 8d. value of materials divided among the parishes on the Trust ceasing.

EXPENDITURE.										
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Treasurer.	Clerk.	Surveyor.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
20.	243 0 0	102 13 4	22 19 5	41 15 9	- - -	20 5 4	- - -	15 0 0	20 0 0	
21.	362 18 4	88 2 0	17 12 4	79 13 5	- - -	17 15 9	5 5 0	11 11 0	18 0 0	
22.	225 9 0	65 8 0	20 8 11	28 14 7	- - -	14 17 9	5 5 0	11 11 0	18 0 0	
23.	348 8 8	82 5 0	31 15 10	116 4 11	5 0 0	57 12 5	5 5 0	11 11 0	26 0 0	
24.	362 17 4	107 8 0	48 18 11	64 18 4	- - -	12 14 0	5 5 0	11 11 0	18 0 0	
25.	151 0 0	1 1 7	- - -	- - -	- - -	3 0 7	a 6 11 0	1 9 5	- - -	
26.	119 9 1	40 15 11	20 6 0	53 7 1	- - -	5 0 5	- - -	10 10 0	10 10 0	
27.	412 10 0	198 1 9	84 15 4	38 18 0	- - -	3 19 8	- - -	5 0 0	- - -	
28.	1,144 15 6	b 569 15 7	- - -	- - -	- - -	37 8 2	- - -	8 0 0	52 0 0	
29.	892 10 0	267 13 6	167 14 4	166 5 8	- - -	17 17 0	- - -	31 10 0	50 0 0	
30.	810 4 2	310 11 10	120 18 1	132 19 7	- - -	5 6 4	- - -	25 0 0	100 0 0	
31.	1,385 7 6	449 3 5	182 1 7	208 9 10	- - -	163 9 9	15 0 0	40 0 0	96 0 0	
32.	249 11 9	143 14 10	66 8 3	40 5 4	- - -	33 18 9	- - -	5 5 0	20 0 0	
	19,808 12 4	6,347 6 1	1,938 11 5	3,464 0 4	5 0 0	100 18 4	1,360 18 8	107 13 0	488 18 5	1,473 0 0
1.	1,176 19 4	794 0 0	56 0 0	84 6 5	- - -	98 8 5	5 0 0	20 0 0	30 0 0	
2.	383 3 6	- - -	- - -	- - -	- - -	- - -	5 0 0	10 0 0	10 0 0	
3.	85 13 8	32 9 1	0 16 3	0 7 6	- - -	- - -	- - -	6 0 0	15 15 0	
4.	280 0 0	115 2 11	10 9 11	16 7 5	- - -	3 17 3	- - -	15 0 0	60 0 0	
5.	181 3 6	83 7 6	43 15 0	53 14 8	- - -	1 0 11	- - -	10 0 0	20 0 0	
6.	657 14 0	- - -	- - -	- - -	- - -	8 3 6	10 0 0	15 0 0	25 0 0	
7.	460 16 4	191 19 2	31 2 8	31 8 4	- - -	9 10 8	5 0 0	10 0 0	20 0 0	
8.	148 10 0	- - -	- - -	- - -	- - -	- - -	- - -	2 0 0	- - -	
9.	423 6 11	- - -	- - -	- - -	- - -	4 5 6	5 0 0	5 0 0	5 0 0	
	3,797 7 3	1,216 18 8	142 3 10	186 4 4	- - -	2 5 0	125 6 3	30 0 0	93 0 0	185 15 0
1.	438 3 8	c 66 11 7	- - -	- - -	- - -	12 10 0	10 0 0	20 0 0	50 0 0	
2.	462 18 8	224 9 3	104 2 0	- - -	- - -	9 13 10	10 10 0	20 0 0	60 0 0	
3.	747 12 9	160 5 0	1 13 0	154 19 1	- - -	31 9 11	- - -	40 0 0	100 0 0	
4.	585 0 0	d 350 0 0	- - -	- - -	- - -	7 19 0	10 0 0	20 0 0	- - -	
5.	566 19 7	193 8 3	130 15 1	128 1 4	- - -	31 7 1	10 10 0	20 0 0	52 0 0	
6.	550 5 10	85 15 6	71 10 3	170 14 5	- - -	6 5 8	- - -	4 4 0	21 0 0	
7.	1,261 15 0	b 849 4 6	- - -	- - -	- - -	8 15 6	- - -	25 0 0	e 45 13 0	
8.	571 5 6	167 10 9	137 19 0	180 3 9	- - -	4 1 10	- - -	25 0 0	50 0 0	
9.	2,504 3 6	k 920 13 7	251 0 6	274 2 0	- - -	38 10 0	- - -	50 0 0	i 187 10 0	
10.	181 0 0	96 8 1	29 17 2	15 10 0	- - -	2 16 0	- - -	- - -	- - -	
11.	259 3 10	40 5 2	- - -	146 11 11	- - -	6 0 10	10 0 0	25 0 0	- - -	
12.	1,082 4 9	468 6 10	246 13 9	137 9 10	- - -	67 4 2	30 0 0	60 0 0	120 0 0	
13.	211 13 4	- - -	- - -	- - -	- - -	11 4 3	5 5 0	- - -	- - -	
14.	697 13 1	c 596 4 0	- - -	- - -	- - -	8 7 4	10 0 0	20 0 0	- - -	
15.	909 18 4	252 0 8	94 1 1	168 11 4	- - -	4 0 6	- - -	20 0 0	30 0 0	
16.	1,344 16 8	k 436 11 11	134 15 5	275 12 3	- - -	34 6 6	- - -	20 0 0	70 0 0	
17.	681 19 8	172 0 8	180 10 3	126 15 4	- - -	16 5 8	4 4 0	21 0 0	30 0 0	
18.	119 10 0	32 0 10	18 0 6	7 18 1	- - -	9 9 11	- - -	20 0 0	15 0 0	
19.	787 15 7	137 7 5	170 11 3	119 7 4	- - -	45 5 2	- - -	25 0 0	75 0 0	
20.	484 0 6	182 1 1	122 6 6	81 2 10	- - -	3 16 9	- - -	15 0 0	40 0 0	
21.	791 1 2	133 0 7	62 12 0	108 16 2	- - -	22 4 5	29 12 8	21 0 0	40 0 0	
22.	1,012 12 3	b 669 12 9	- - -	- - -	- - -	69 1 1	25 0 0	50 0 0	120 0 0	
23.	166 0 3	b 70 1 9	- - -	- - -	- - -	28 17 6	10 0 0	10 0 0	52 0 0	

(Continued on page 72.)

f Local Act expired 1st November 1868.
i For 1½ year.

g Including proceeds of sale of Trust property, also 532l. 3s. 8d. value of materials on hand.
k Including contract work.

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE.
COUNTY OF WARWICK —continued.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
20. Mancetter and Wolvey Heath -	- - -	28 0 0	- - -	- - -	11 15 0	- - -	262 8 10
21. Rugby and Hinckley -	1 0 0	92 13 8	- - -	a 160 0 0	9 0 6	- - -	500 13 8
22. Rugby and Kilworth -	0 5 0	13 15 3	- - -	b 50 0 0	6 12 2	- - -	234 17 8
23. Rugby and Lutterworth -	21 18 0	- - -	- - -	- - -	23 16 3	- - -	381 8 5
24. Rugby and Warwick -	1 0 0	72 5 7	- - -	c 100 0 0	8 5 2	- - -	450 6 0
25. Southam and Kineton -	- - -	147 10 4	- - -	- - -	12 7 9	- - -	172 0 8
26. Stonebridge and Kenilworth -	3 6 2	- - -	- - -	- - -	1 11 0	- - -	145 6 7
27. Stratford and Edgehill -	- - -	26 6 6	- - -	50 0 0	1 11 3	- - -	422 2 11
28. Stratford-upon-Avon and Long Compton -	- - -	105 14 9	- - -	300 0 0	86 9 2	- - -	1,159 7 8
29. Warwick, Coventry, and Leam- ington -	18 16 7	140 19 0	- - -	170 0 0	15 9 10	- - -	1,093 17 9
30. Warwick and Paddlebrook and Stratford -	- - -	8 16 3	- - -	- - -	6 16 11	- - -	777 12 4
31. Wadling Street, Bentley Lane and Branch, Pinwall Lane and Ap- pleby (united) -	6 6 10	70 17 0	- - -	- - -	35 1 2	- - -	1,266 9 7
32. Wellesbourne and Stratford -	- - -	- - -	- - -	- - -	2 14 6	- - -	312 15 5
£	482 13 3	1,274 14 0	214 12 10	1,901 0 0	717 6 1	- - -	19,876 12 5
COUNTY OF WESTMORLAND.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. Ambleside -	- - -	49 7 11	- - -	e 395 15 7	15 15 3	- - -	1,548 13 7
2. Appleby and Kendal -	- - -	31 8 4	- - -	370 8 10	19 2 8	- - -	445 19 10
3. Brough and Bowes, and Maiden Castle and Barrow's Brow to the Coal Works (united) -	- - -	80 19 6	- - -	- - -	5 1 8	- - -	91 9 0
4. Brough and Eamont Bridge -	- - -	89 7 4	- - -	- - -	1 1 0	- - -	311 5 10
5. Brough and Middleton -	- - -	- - -	- - -	- - -	20 7 3	- - -	234 10 4
6. Heronsyke and Eamont Bridge -	13 7 8	316 11 11	- - -	g 250 0 0	4 13 8	- - -	642 16 9
7. Kirkby Lonsdale, Kendal, and Milnthorpe -	3 6 0	70 6 5	- - -	h 120 0 0	12 6 4	- - -	504 19 7
8. Kirkby Stephen and Hawes -	- - -	22 13 0	- - -	- - -	7 13 0	- - -	32 6 0
9. Milnthorpe and Levens -	2 1 3	66 17 11	- - -	i 300 0 0	1 15 7	- - -	390 0 3
£	18 14 11	677 12 4	- - -	1,436 4 5	87 16 5	- - -	4,202 1 2
COUNTY OF WILTS.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. Amesbury -	59 19 8	- - -	- - -	- - -	11 16 1	- - -	230 17 4
2. Beckhampton -	9 19 7	- - -	70 0 0	- - -	12 8 2	- - -	540 7 10
3. Bradford -	21 6 6	73 2 11	- - -	- - -	18 15 9	- - -	601 12 2
4. Burford, Leachdale, and Swindon -	4 7 8	34 9 6	- - -	100 0 0	13 8 1	- - -	540 4 3
5. Calne -	- - -	19 10 0	- - -	- - -	k 85 9 0	- - -	697 14 6
6. Calne, Hillmarton, and Lyneham, or Second District -	0 13 6	30 5 11	- - -	l 100 0 0	15 18 1	- - -	506 7 4
7. Chippenham -	15 16 8	- - -	43 7 6	- - -	5 7 9	- - -	993 4 11
8. Corsham -	5 10 0	- - -	- - -	- - -	15 9 6	- - -	585 14 10
9. Devizes (consolidated) -	22 13 3	5 18 6	- - -	300 0 0	m 687 5 4	- - -	2,742 4 10
10. Draycot, or Upper District -	13 15 6	- - -	- - -	- - -	- - -	- - -	158 6 9
11. Everley -	- - -	26 6 6	- - -	- - -	5 4 4	- - -	259 8 9
12. Fisherton, Wilton, Heytesbury Willoughby Edge, and Redhone -	44 5 10	- - -	- - -	- - -	7 15 0	- - -	1,176 15 5
13. Holt -	12 7 10	24 3 5	- - -	n 160 0 0	10 0 0	- - -	223 0 6
14. Kennet and Amesbury -	28 4 6	172 10 0	- - -	- - -	119 2 2	- - -	954 8 0
15. Malmesbury, First District -	- - -	76 16 4	- - -	- - -	15 8 5	- - -	672 8 7
16. Ditto, Second District -	- - -	266 12 1	- - -	- - -	18 5 9	- - -	1,285 0 9
17. Ditto, Third District -	- - -	132 2 2	- - -	- - -	11 12 2	- - -	708 10 7
18. Marlborough and Froxfield -	6 11 10	3 18 2	- - -	- - -	16 13 1	- - -	129 12 5
19. Marlborough and Salisbury -	9 9 2	80 7 8	- - -	- - -	33 18 7	- - -	710 13 1
20. Marshfield -	- - -	28 0 0	- - -	- - -	12 16 0	- - -	485 3 2
21. Melksham -	13 19 5	228 4 0	- - -	- - -	31 4 6	- - -	690 13 9
22. Sarum and Eling, Eling District -	65 12 1	- - -	- - -	- - -	9 19 2	- - -	1,009 5 1
23. Ditto, Locombe District -	46 9 7	- - -	- - -	- - -	1 13 0	- - -	219 1 10

a For debts of 208l. 0s. 4d.
h For debts of 121l. 10s.

b For debts of 54l. 17s. 2d.
i For debts of 631l. 11s. 6d.

c For debts of 131l. 8s.
k Including 75l. 8s. 6d. for gas.

d Claims disputed.
l For debts of 150l.

o Including 1,100l. at one penny per cent.

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1868.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1868.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
20. 700 0 0	4	-	-	8 16 0	708 16 6	43 0 0	-	-	128 4 4	-	171 4 4
21. 1,809 1 6	5	0 10 7	-	-	1,809 12 1	-	-	-	-	76 2 10	76 2 10
22. 667 11 3	3½	0 3 0	136 14 10	-	804 9 1	-	-	-	-	144 10 6	144 10 6
23. -	-	-	-	-	-	-	-	-	-	501 8 6	501 8 6
24. 1,396 16 0	5	0 7 11	-	-	1,397 3 11	-	-	-	-	9 8 6	9 8 6
25. 5,000 0 0	4½	-	1,993 10 10	-	6,993 10 10	-	-	-	-	129 19 10	129 19 10
26. 4,955 0 0	4 & 5	-	4,998 12 9	-	1,948 12 9	-	-	-	-	77 7 5	77 7 5
27. 1,300 0 0	2	-	-	0 19 10	1,300 19 10	-	-	-	-	-	-
28. 2,950 0 0	4	-	80 6 2	-	3,030 6 2	-	-	-	-	107 8 5	107 8 5
29. 2,040 0 0	5	14 6 7	76 13 2	-	2,130 19 9	72 10 0	50 0 0	-	-	111 1 0	233 11 0
30. 200 0 0	4½	-	-	-	200 0 0	-	-	-	-	106 2 2	106 2 2
31. 1,809 0 0	4	-	72 7 2	-	1,881 7 2	-	-	-	-	473 3 10	473 3 10
32. -	-	-	-	7 19 9	7 19 9	-	-	-	-	-	-
35,678 9 8	-	15 8 1	3,578 10 5	100 1 10	39,372 10 0	293 2 8	50 0 0	-	176 19 2	4,481 4 5	5,001 6 3
1. 880 2 0	4	-	8 19 5	-	889 1 5	-	-	-	-	49 5 7	49 5 7
2. 695 18 6	3½	-	22 18 4	-	718 16 10	-	-	-	-	92 1 5	92 1 5
3. 7,750 0 0	3	-	44 10 0	-	794 10 0	-	-	-	520 16 1	10 10 7	531 6 8
4. 2,979 0 0	3	-	-	-	2,979 0 0	-	-	-	-	19 0 6	19 0 6
5. 1,620 0 0	1½	-	-	-	1,620 0 0	-	-	-	-	35 11 11	35 11 11
6. 11,366 13 5	2½	-	-	-	11,366 13 5	-	-	-	-	258 2 5	258 2 5
7. 2,328 7 0	2½	-	-	-	2,328 7 0	-	-	-	-	113 10 2	113 10 2
8. 1,132 10 0	2	-	-	-	1,132 10 0	10 0 0	-	-	-	114 8 5	124 3 5
9. 3,199 17 4	2	-	-	-	3,199 17 4	-	-	-	-	341 16 6	341 16 6
24,952 8 3	-	-	76 7 9	-	25,028 16 0	10 0 0	-	-	520 16 1	1,034 2 6	1,564 18 7
1. 3,562 10 0	4	58 19 11	340 4 10	-	3,961 14 9	-	-	-	-	213 1 1	213 1 1
2. -	-	93 3 8	-	27 1 1	120 4 9	-	-	-	-	-	-
3. 1,675 0 0	4 to 5	-	-	-	1,675 0 0	-	-	-	116 3 4	512 14 4	628 17 8
4. 1,300 0 0	2½	-	-	11 9 1	1,311 9 1	-	-	-	-	-	-
5. 400 0 0	5	44 0 9	8 19 8	-	453 0 5	-	-	-	-	30 6 1	30 6 1
6. 1,300 0 0	2	-	-	-	1,300 0 0	-	-	-	-	282 12 8	282 12 8
7. -	-	-	-	-	-	-	-	-	-	1,100 13 11	1,100 13 11
8. -	-	-	-	-	-	-	-	-	-	52 15 11	52 15 11
9. -	-	-	-	-	-	-	-	-	-	-	-
10. 483 0 0	2	-	19 6 5	-	502 6 5	-	-	-	-	35 7 6	35 7 6
11. 600 0 0	4½	-	-	-	600 0 0	-	-	-	-	128 15 9	128 15 9
12. -	-	229 19 2	-	-	229 19 2	-	-	-	-	172 13 11	172 13 11
13. 889 1 3	2	-	-	-	889 1 3	-	-	-	-	173 16 10	173 16 10
14. 5,900 0 0	3	-	54 0 0	-	5,954 0 0	-	-	-	-	24 13 10	24 13 10
15. 1,900 0 0	3½	73 6 4	16 12 6	-	1,989 18 10	-	-	-	-	325 13 11	325 13 11
16. 9,105 7 0	3	191 5 11	227 5 2	-	9,523 18 1	-	-	-	-	497 17 9	497 17 9
17. 7,560 0 0	2	11 11 3	119 4 0	-	7,690 15 3	140 0 0	-	-	-	70 8 2	210 8 2
18. 100 0 0	4	60 0 0	1 0 0	13 6 6	174 6 6	-	-	-	-	-	-
19. 4,390 0 0	2½	40 0 0	41 7 7	-	4,471 7 7	-	-	-	-	125 9 4	125 9 4
20. 700 0 0	4	-	-	-	700 0 0	-	-	-	-	22 1 4	22 1 4
21. 6,358 11 6	3½	12 10 0	-	-	6,371 1 6	-	-	-	-	126 19 6	126 19 6
22. -	-	-	-	-	-	-	-	-	-	601 4 0	601 4 0
23. -	-	-	-	71 14 9	71 14 9	-	-	-	-	-	-

e For debts of 405*l.* 19*s.* 8*d.*

f Including 50*l.* at 2 per cent.

g For debts of 634*l.* 5*s.* 3*d.*

m Including 13*l.* 15*s.* retained in hand to pay outstanding liabilities, and 600*l.* compensation to officers.

n For debts of 180*l.*

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

1. NAMES OF COUNTIES AND TRUSTS.	2.	3.	INCOME.					
	Balance in Treasurers' Hands on 1st Jan. 1868.	Balance due to the Treasurers on 1st Jan. 1868.	4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.
COUNTY OF WILTS—cont.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
24. Swindon, Calne, and Cricklade, Third District - - -	11 17 9	- - -	331 0 0	- - -	- - -	0 10 0	3 7 6	- - -
25. Swindon and Christian Malford, or First District - - -	169 11 7	- - -	702 5 0	237 12 10	- - -	1 19 9	33 4 0	- - -
26. Swindon and Cold Harbour - - -	214 8 10	- - -	386 0 0	- - -	- - -	- - -	3 18 0	- - -
27. Swindon, Hungerford, and Marl- borough (united) - - -	45 6 3	- - -	810 0 0	10 0 0	- - -	- - -	- - -	- - -
28. Swindon and Marlborough - - -	97 10 5	- - -	325 4 6	- - -	- - -	- - -	5 7 0	- - -
29. Trowbridge - - -	239 14 7	- - -	1,661 11 3	- - -	- - -	- - -	120 9 9	- - -
30. Warminster - - -	- - -	53 4 8	723 7 6	- - -	- - -	- - -	1 0 0	- - -
31. Westbury - - -	118 10 1	- - -	920 0 0	- - -	- - -	- - -	10 0 6	- - -
32. Wootton Bassett and Marlborough - - -	12 5 8	- - -	250 0 0	86 3 0	- - -	- - -	- - -	- - -
£	5,063 19 5	131 6 9	20,706 17 11	752 19 8	- - -	3 6 0	1,577 15 11	- - -
COUNTY OF WORCESTER.								
1. Birmingham and Bromsgrove - - -	188 12 10	- - -	895 16 8	- - -	- - -	- - -	13 11 8	- - -
2. Birmingham, Redditch, and Per- shire - - -	565 12 4	- - -	962 2 0	- - -	- - -	- - -	0 6 0	- - -
3. Broadway and Mickleton - - -	28 14 1	- - -	102 5 2	98 17 4	- - -	- - -	- - -	- - -
4. Doglane Gate - - -	203 10 9	- - -	220 8 4	57 5 0	- - -	- - -	3 18 3	- - -
5. Droitwich Roads - - -	124 12 5	- - -	1,242 0 0	- - -	- - -	- - -	c 184 8 2	- - -
6. Dudley and Brettell Lane, and Pedmore and Rowley (united) - - -	14 0 6	- - -	5,678 15 0	- - -	- - -	- - -	7 11 10	- - -
7. Dudley, Hales Owen, and Broms- grove; Dudley and New Inn; and Dudley and Wolverhampton (united) - - -	512 4 11	- - -	4,452 18 4	- - -	- - -	- - -	- - -	- - -
8. Evesham, First District, Bretforton and Stonebow Divi- sions (united) - - -	- - -	1 19 4	697 0 0	- - -	- - -	- - -	- - -	- - -
9. Ditto, Pershore Division - - -	58 18 3	- - -	456 6 8	- - -	- - -	- - -	- - -	- - -
10. Evesham and Alcester, Evesham District - - -	- - -	5 6 3	228 15 0	- - -	- - -	- - -	10 0 0	- - -
11. Hundred House, First District - - -	84 18 0	- - -	825 11 1	35 18 4	- - -	- - -	16 8 9	- - -
12. Ditto, Second District - - -	124 4 3	- - -	77 0 0	- - -	- - -	- - -	- - -	- - -
13. Inning's Lane - - -	59 5 7	- - -	104 14 3	- - -	- - -	- - -	- - -	- - -
14. Kidderminster - - -	- - -	31 8 6	1,864 13 4	- - -	- - -	0 3 0	39 15 8	- - -
15. Shelsley - - -	- - -	52 15 11	57 3 0	55 0 0	- - -	- - -	- - -	- - -
16. Stourbridge, First District - - -	1,605 12 8	- - -	1,956 13 4	- - -	- - -	- - -	- - -	- - -
17. Ditto, Second District - - -	274 4 2	- - -	738 6 8	- - -	- - -	- - -	3 15 6	- - -
18. Tenbury - - -	88 18 6	- - -	466 13 4	- - -	- - -	- - -	d 80 15 1	- - -
19. Tinker's Gate - - -	144 11 5	- - -	- - -	- - -	- - -	- - -	- - -	- - -
20. Upton-upon-Severn - - -	229 13 10	- - -	615 0 0	- - -	- - -	- - -	24 14 2	- - -
21. Welch Gate - - -	413 0 3	- - -	662 13 4	- - -	- - -	- - -	2 6 11	- - -
22. Worcester: Barbourne Roads - - -	433 19 3	- - -	505 0 0	- - -	- - -	0 5 0	0 3 0	- - -
23. Ditto, Bransford Roads - - -	- - -	139 17 6	963 19 6	- - -	- - -	0 10 0	15 4 4	- - -
24. Ditto, Broadwas Roads - - -	- - -	67 8 2	900 0 0	- - -	- - -	- - -	13 19 0	- - -
25. Ditto, Henwick and Martley Roads - - -	85 19 0	- - -	1,445 0 0	- - -	- - -	0 18 6	32 1 1	- - -
26. Ditto, London and Stonebow Roads - - -	454 15 10	- - -	928 6 5	- - -	- - -	0 12 0	13 2 8	- - -
27. Ditto, Lowesmoor Roads - - -	61 19 11	- - -	415 0 0	- - -	- - -	- - -	222 0 6	- - -
28. Ditto, Powick Roads - - -	294 6 5	- - -	1,565 0 0	- - -	- - -	0 9 3	46 7 2	- - -
29. Ditto, Upton Roads - - -	- - -	14 15 1	480 0 0	- - -	- - -	0 5 6	- - -	- - -
£	6,051 15 2	313 10 9	29,507 1 5	247 0 8	- - -	3 3 3	730 9 9	- - -
COUNTY OF YORK.								
1. Balby to Worksop - - -	317 8 7	- - -	573 0 0	15 99 19 10	- - -	- - -	- - -	- - -
2. Barnsdale and Leeds, and Branch - - -	1,219 2 0	- - -	1,340 10 5	- - -	- - -	- - -	9 10 0	- - -
3. Barnsley and Gange Moor - - -	248 3 4	- - -	293 0 0	- - -	- - -	- - -	8 3 3	- - -
4. Barnsley and Pontefract - - -	686 13 7	- - -	652 0 0	- - -	- - -	- - -	11 2 8	- - -
5. Barnsley and Shepley Lane Head - - -	319 0 4	- - -	210 0 0	- - -	- - -	- - -	g 126 6 8	- - -
6. Bawtry and Selby - - -	426 5 10	- - -	480 0 0	- - -	- - -	- - -	- - -	- - -
7. Bawtry and Tinsley - - -	93 6 4	- - -	728 0 0	- - -	- - -	- - -	0 4 6	- - -
8. Beverley, Hessle, and North Cave - - -	102 18 9	- - -	512 1 8	137 0 0	72 18 0	- - -	- - -	- - -
9. Beverley and Kexby Bridge, and Beverley, Molescroft, &c. (united) - - -	10 7 7	- - -	1,325 0 0	355 19 4	- - -	0 4 0	26 0 0	- - -
10. Birstal and Huddersfield - - -	- - -	550 2 10	1,026 10 10	- - -	- - -	- - -	11 19 0	- - -
11. Boroughbridge to Catterick and Piersebridge - - -	12 17 7	- - -	630 0 0	- - -	- - -	1 3 3	11 2 0	- - -

a Including materials, &c.

b Contract work.

c Including 112*l*. 12*s*. 11*d*. from the town of Droitwich.g Including 120*l*. 2*s*. 6*d*. amount in the treasurer's hands unclaimed.

h Paid up to 31st December 1868.

EXPENDITURE.										
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Treasurer.	Clerk.	Surveyor.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
24. 334 17 6	a 80 0 0	- - -	- - -	- - -	- - -	5 3 7	- - -	15 0 0	16 0 0	
25. 975 1 7	227 7 3	89 3 6	102 10 6	- - -	7 10 3	33 8 10	- - -	29 10 0	40 10 0	
26. 389 18 0	77 12 0	79 6 3	117 10 4	- - -	- - -	27 16 5	- - -	15 0 0	20 0 0	
27. 820 0 0	153 18 0	96 6 0	192 12 1	- - -	27 12 0	37 3 1	10 0 0	50 0 0	25 0 0	
28. 330 11 6	90 13 1	65 5 6	79 3 6	- - -	- - -	22 9 5	- - -	16 0 0	15 0 0	
29. 1,782 1 0	568 2 2	388 3 0	685 15 2	- - -	20 0 6	131 13 7	- - -	60 0 0	150 0 0	
30. 724 7 6	b 502 18 0	- - -	- - -	- - -	- - -	40 10 10	30 0 0	30 0 0	40 0 0	
31. 930 0 6	a 725 14 11	- - -	- - -	- - -	- - -	55 3 3	- - -	25 0 0	60 0 0	
32. 336 3 0	120 16 10	85 13 2	44 19 1	- - -	5 15 0	32 5 5	- - -	20 0 0	20 0 0	
23,040 19 6	8,846 2 5	2,560 5 2	3,318 6 4	- - -	202 6 6	872 15 7	196 9 0	770 14 0	1,544 13 0	
1. 909 8 4	155 2 2	59 0 0	138 7 5	- - -	- - -	123 1 8	- - -	31 10 0	80 0 0	
2. 962 8 0	208 8 0	88 10 0	84 16 8	- - -	30 0 0	38 4 5	- - -	30 0 0	70 0 0	
3. 201 2 6	29 1 1	46 8 3	17 12 0	- - -	5 16 0	0 3 9	3 0 0	5 0 0	- - -	
4. 281 11 7	111 15 8	47 18 6	2 5 0	- - -	- - -	6 5 4	- - -	6 0 0	30 0 0	
5. 1,426 8 2	360 6 5	60 17 9	273 4 7	- - -	8 16 6	65 1 9	- - -	35 0 0	55 0 0	
6. 5,686 6 10	1,364 8 3	624 16 6	689 15 9	- - -	- - -	385 18 5	30 0 0	105 0 0	223 15 0	
7. 4,452 18 4	1,096 18 4	528 15 9	570 0 4	- - -	- - -	289 13 9	30 0 0	105 0 0	266 5 0	
8. 697 0 0	222 14 9	71 3 4	99 12 11	- - -	- - -	29 17 4	- - -	12 12 0	40 0 0	
9. 456 6 8	209 13 9	56 7 10	57 14 7	- - -	- - -	28 0 9	15 15 0	15 15 0	32 0 0	
10. 288 15 0	87 0 10	11 15 4	14 10 3	- - -	- - -	9 14 2	- - -	16 0 0	15 0 0	
11. 877 18 2	375 9 3	160 15 9	4 8 8	- - -	- - -	16 7 1	- - -	23 0 0	90 0 0	
12. 77 0 0	61 19 3	9 10 10	- - -	- - -	- - -	2 9 9	- - -	3 0 0	- - -	
13. 104 14 3	37 8 9	1 19 6	3 6 0	- - -	- - -	0 15 2	- - -	5 0 0	10 0 0	
14. 1,904 12 0	915 3 7	280 4 10	169 16 2	- - -	9 1 0	38 11 1	- - -	60 0 0	250 0 0	
15. 112 3 0	25 0 5	17 15 0	22 0 0	- - -	- - -	0 14 0	- - -	- - -	5 0 0	
16. 1,956 13 4	b 1,536 2 1	- - -	- - -	- - -	- - -	262 5 0	- - -	82 10 0	125 0 0	
17. 742 2 2	b 571 8 7	- - -	- - -	- - -	- - -	165 17 5	- - -	32 10 0	50 0 0	
18. 547 8 5	191 19 1	91 3 10	- - -	- - -	3 6 0	26 15 11	- - -	18 0 0	50 0 0	
19. - - -	- - -	- - -	- - -	- - -	- - -	0 13 6	- - -	3 0 0	- - -	
20. 689 14 2	161 0 8	102 1 5	193 9 2	- - -	- - -	47 9 8	- - -	15 15 0	33 6 8	
21. 665 0 3	187 10 8	117 10 7	1 15 0	- - -	- - -	26 5 8	- - -	18 0 0	45 0 0	
22. 505 8 0	126 9 8	60 13 11	81 6 4	- - -	- - -	28 16 10	- - -	7 6 0	21 13 6	
23. 979 13 10	300 18 11	79 4 5	222 15 4	- - -	29 17 2	59 6 2	- - -	14 7 0	43 2 4	
24. 913 19 0	270 4 1	125 0 9	317 7 8	- - -	15 17 6	33 1 11	- - -	12 16 4	38 9 3	
25. 1,477 19 7	365 12 11	242 18 8	467 16 5	- - -	3 0 0	51 4 10	- - -	20 11 4	62 2 1	
26. 942 1 1	321 0 2	134 4 4	198 17 0	- - -	40 9 6	70 3 8	- - -	14 13 4	43 17 2	
27. 637 0 6	125 7 9	37 5 8	59 8 2	- - -	- - -	20 7 9	- - -	5 19 0	17 14 4	
28. 1,611 16 5	376 9 2	185 7 4	599 3 10	- - -	- - -	85 17 3	- - -	22 8 0	67 7 9	
29. 480 5 6	212 8 5	94 14 6	109 9 7	- - -	6 10 6	13 17 10	- - -	6 19 0	20 13 7	
30,487 15 1	10,007 2 8	3,286 4 7	4,398 18 10	- - -	152 14 2	1,927 1 10	78 15 0	727 12 0	1,785 6 8	
1. 672 19 10	162 0 11	71 12 2	88 13 8	- - -	- - -	6 13 8	- - -	45 3 9	30 0 0	
2. 1,350 0 5	- - -	- - -	- - -	- - -	- - -	29 12 1	6 0 0	- - -	67 10 0	
3. 301 3 3	- - -	- - -	- - -	- - -	- - -	23 11 0	- - -	20 0 0	- - -	
4. 663 2 8	f 108 2 5	- - -	- - -	- - -	- - -	17 10 8	- - -	25 0 0	- - -	
5. 336 6 8	f 65 0 0	- - -	- - -	- - -	- - -	17 15 2	- - -	39 3 7	5 0 0	
6. 480 0 0	1 2 0	- - -	- - -	- - -	- - -	7 5 10	- - -	43 7 0	- - -	
7. 728 4 6	173 19 7	110 3 10	63 2 4	- - -	1 0 0	9 18 3	- - -	37 19 9	30 0 0	
8. 721 19 8	136 1 9	15 19 8	210 1 9	- - -	- - -	26 13 11	- - -	10 0 0	50 0 0	
9. 1,707 3 4	466 5 5	181 7 11	717 8 0	- - -	- - -	60 17 3	- - -	h 45 0 0	h 113 6 8	
10. 1,038 9 10	418 15 9	324 14 1	244 19 3	- - -	- - -	47 10 4	- - -	30 0 0	85 0 0	
11. 642 5 3	308 11 10	69 19 11	15 8 4	- - -	- - -	10 15 9	15 0 0	30 0 0	95 0 0	

d Including 75*l.* from sale of old toll-house.

e Not received until the following year.

f Allowance to townships.

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE.
COUNTY OF WILTS—cont.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
24. Swindon, Calne, and Cricklade, Third District	3 12 0	56 11 7	- - -	- - -	11 19 0	- - -	188 6 2
25. Swindon and Christian Malford, or First District	3 5 0	81 17 7	- - -	- - -	4 12 6	- - -	619 15 5
26. Swindon and Cold Harbour	- - -	31 6 9	- - -	a 190 0 0	1 14 9	- - -	560 6 6
27. Swindon, Hungerford, and Marl- borough (united)	- - -	55 12 4	- - -	b 100 0 0	15 8 4	- - -	763 11 10
28. Swindon and Marlborough	2 7 7	24 7 5	- - -	- - -	1 7 6	- - -	316 14 0
29. Trowbridge	- - -	22 5 7	- - -	- - -	99 14 4	- - -	2,125 14 4
30. Warminster	- - -	- - -	80 8 9	- - -	63 16 9	- - -	787 14 4
31. Westbury	- - -	34 10 0	- - -	c 90 0 0	27 18 5	- - -	1,018 6 7
32. Wootton Bassett and Marlborough	0 8 0	12 10 3	- - -	- - -	1 17 6	- - -	344 5 3
£	390 15 2	1,521 8 8	193 16 3	1,040 0 0	1,387 19 0	- - -	22,845 11 1
COUNTY OF WORCESTER.							
1. Birmingham and Bromsgrove	15 18 2	24 19 11	- - -	- - -	45 19 4	- - -	673 18 8
2. Birmingham, Redditch, and Per- shire	3 4 11	170 11 7	- - -	d 244 0 0	33 11 0	- - -	1,001 6 7
3. Broadway and Mickleton	- - -	25 5 0	- - -	e 60 0 0	1 10 0	- - -	193 16 1
4. Doglane Gate	9 16 8	23 8 11	- - -	f 173 0 0	9 11 8	- - -	420 1 9
5. Droitwich Roads	- - -	109 2 2	122 9 7	200 0 0	22 10 2	- - -	1,312 8 11
6. Dudley and Brettell Lane, and Pedmore and Rowley (united)	21 18 4	100 19 10	41 15 11	300 0 0	g 1,528 16 11	- - -	5,417 4 11
7. Dudley, Hales Owen, and Broms- grove; Dudley and New Inn; and Dudley and Wolverhampton (united)	18 6 0	45 11 1	9 1 8	- - -	h 877 1 2	- - -	3,836 13 1
8. Evesham, First District, Bretforton and Stonebow Divi- sions (united)	- - -	69 16 0	- - -	100 0 0	22 18 4	- - -	668 14 8
9. Ditto, Pershore Division	- - -	- - -	- - -	- - -	48 8 0	- - -	463 14 11
10. Evesham and Alcester, Evesham District	- - -	14 13 9	- - -	- - -	2 4 9	- - -	170 19 1
11. Hundred House, First District	10 10 10	130 13 0	- - -	i 272 0 0	45 2 6	- - -	1,128 7 1
12. Ditto, Second District	5 7 11	- - -	- - -	118 15 9	5 1 0	- - -	206 4 6
13. Inning's Lane	1 0 0	2 8 10	- - -	- - -	9 18 0	- - -	71 16 3
14. Kidderminster	4 13 9	54 18 2	8 9 6	- - -	68 16 7	- - -	1,809 14 8
15. Shelsley	2 8 4	12 0 0	- - -	- - -	4 10 0	- - -	89 7 9
16. Stourbridge, First District	- - -	185 3 9	- - -	612 10 0	32 15 7	- - -	2,836 6 5
17. Ditto, Second District	- - -	9 11 10	- - -	- - -	19 13 1	- - -	849 0 11
18. Tenbury	5 10 11	8 0 0	150 0 0	- - -	18 13 4	- - -	563 9 1
19. Tinker's Gate	0 13 4	5 19 6	- - -	- - -	1 6 6	- - -	11 12 10
20. Upton-upon-Severn	3 7 4	27 7 2	130 14 0	- - -	55 18 5	- - -	770 4 6
21. Welch Gate	12 10 10	47 6 3	- - -	k 240 0 0	23 13 10	- - -	719 12 10
22. Worcester: Barbourne Roads	2 17 5	- - -	- - -	- - -	18 19 8	- - -	348 3 4
23. Ditto, Bransford Roads	8 10 5	- - -	- - -	- - -	14 2 10	- - -	772 4 7
24. Ditto, Broadwas Roads	5 1 3	- - -	- - -	- - -	9 1 5	- - -	827 0 2
25. Ditto, Henwick and Martley Roads	8 4 2	- - -	- - -	- - -	35 0 2	- - -	1,256 10 7
26. Ditto, London and Stonebow Roads	5 16 7	- - -	- - -	- - -	37 17 5	- - -	866 19 2
27. Ditto, Lowesmoor Roads	2 9 2	92 0 11	- - -	200 0 0	13 18 2	- - -	574 10 11
28. Ditto, Powick Roads	13 16 6	- - -	- - -	- - -	75 18 2	- - -	1,426 8 0
29. Ditto, Upton Roads	2 19 7	- - -	- - -	- - -	34 13 6	- - -	502 6 6
£	165 2 5	1,159 17 8	462 10 8	2,520 5 9	3,117 6 6	- - -	29,788 18 9
COUNTY OF YORK.							
1. Balby to Worksop	27 18 10	87 13 7	- - -	l 270 4 0	m 43 14 2	- - -	833 14 9
2. Barnsdale and Leeds, and Branch-	- - -	207 3 3	- - -	n 1,351 13 0	14 8 0	- - -	1,676 6 4
3. Barnsley and Grange Moor	- - -	78 11 8	- - -	- - -	- - -	- - -	122 2 8
4. Barnsley and Pontefract	11 8 11	90 4 9	- - -	478 4 8	29 19 3	- - -	755 10 8
5. Barnsley and Shepley Lane Head	- - -	- - -	- - -	o 200 0 0	28 4 3	- - -	355 3 0
6. Bawtry and Selby	- - -	98 4 10	- - -	q 91 18 10	76 17 11	- - -	418 15 2
7. Bawtry and Tinsley	- - -	143 5 3	- - -	- - -	33 19 8	- - -	603 8 8
8. Beverley, Hesle, and North Cave	19 13 10	55 14 3	- - -	- - -	12 10 9	72 18 0	609 13 11
9. Beverley and Kexby Bridge, and Beverley, Molescroft, &c. (united)	- - -	49 14 6	- - -	100 0 0	14 4 4	- - -	1,748 4 1
10. Birstal and Huddersfield	12 19 10	- - -	9 16 7	- - -	r 88 1 5	- - -	1,261 17 3
11. Boroughbridge to Catterick and Piersebridge	- - -	28 4 9	- - -	- - -	4 15 4	- - -	577 15 11

a For debts of 200l. b For debts of 105l. 13s. 6d. c For debts of 100l. d For debts of 300l. e For debts of 63l. 14s. 6d.
f For debts of 400l. g For debts of 300l. h For debts of 386l. i Including 20l. to Tinsley and Doncaster Road. j For debts of 1,353l. 15s. 3d.

	DEBTS.						ARREARS OF INCOME.					
	27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
	Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1868.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1868.	TOTAL ASSETS.
	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
24.	2,750 0 0	2	- - -	- - -	- - -	2,750 0 0	- - -	- - -	- - -	- - -	158 9 1	158 9 1
25.	4,255 0 0	2	- - -	6 1 5	- - -	4,261 1 5	- - -	- - -	- - -	- - -	524 17 9	524 17 9
26.	475 0 0	5	- - -	4 17 6	- - -	479 17 6	- - -	- - -	- - -	- - -	44 0 4	44 0 4
27.	982 3 1	5	- - -	- - -	- - -	982 3 1	- - -	- - -	- - -	- - -	101 14 5	101 14 5
28.	487 10 0	5	- - -	- - -	- - -	487 10 0	- - -	- - -	- - -	- - -	111 7 11	111 7 11
29.	571 0 0	4	- - -	- - -	103 18 9	674 18 9	- - -	- - -	- - -	- - -	- - -	- - -
30.	- - -	-	95 3 4	- - -	116 11 6	211 14 10	- - -	- - -	- - -	- - -	- - -	- - -
31.	1,050 0 0	8	- - -	- - -	- - -	1,050 0 0	- - -	- - -	- - -	- - -	30 4 0	30 4 0
32.	1,750 0 0	1	- - -	10 15 6	- - -	1,760 15 6	- - -	- - -	- - -	- - -	4 3 5	4 3 5
	58,544 2 10	- -	910 0 4	849 14 7	344 1 8	60,647 19 5	140 0 0	- - -	- - -	116 3 4	5,472 2 9	5,728 6 1
1.	308 0 0	4	- - -	6 3 2	- - -	314 3 2	- - -	- - -	- - -	- - -	424 2 6	424 2 6
2.	4,075 0 0	4	5 0 0	297 6 4	- - -	4,377 6 4	80 8 4	- - -	- - -	- - -	526 13 9	607 2 1
3.	807 13 5	3 & 3½	- - -	- - -	- - -	807 13 5	- - -	- - -	- - -	- - -	36 0 6	36 0 6
4.	595 0 0	3	- - -	7 7 3	- - -	602 7 3	- - -	- - -	- - -	- - -	65 0 7	65 0 7
5.	2,750 0 0	3½	- - -	60 8 9	- - -	2,810 8 9	- - -	- - -	- - -	- - -	238 11 8	238 11 8
6.	1,090 0 0	3	559 1 9	2,000 0 0	- - -	3,649 1 9	- - -	- - -	- - -	- - -	283 2 5	283 2 5
7.	2,325 18 0	2	320 2 8	46 10 5	- - -	2,692 11 1	- - -	- - -	- - -	- - -	1,128 10 2	1,128 10 2
8.	1,475 0 0	4	- - -	50 0 0	- - -	1,525 0 0	- - -	- - -	- - -	- - -	26 6 0	26 6 0
9.	- - -	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	51 10 0	51 10 0
10.	300 0 0	5	- - -	- - -	- - -	300 0 0	15 5 0	- - -	- - -	- - -	62 9 8	77 14 8
11.	1,680 0 0	3	- - -	80 7 2	165 10 11	1,925 18 1	148 12 5	- - -	35 18 4	25 10 0	- - -	210 0 9
12.	1,600 9 9	None	- - -	- - -	5 0 3	1,605 10 0	78 15 2	- - -	73 10 0	- - -	- - -	152 5 2
13.	50 0 0	5	- - -	- - -	- - -	50 0 0	- - -	- - -	- - -	- - -	92 3 7	92 3 7
14.	1,100 0 0	5	112 17 0	- - -	- - -	1,212 17 0	168 13 4	- - -	4 10 0	- - -	63 8 10	236 12 2
15.	300 0 0	4	- - -	- - -	30 0 8	330 0 8	- - -	- - -	- - -	- - -	- - -	- - -
16.	1,636 10 0	5	- - -	- - -	- - -	1,636 10 0	- - -	- - -	- - -	- - -	725 19 7	725 19 7
17.	196 16 0	5	- - -	- - -	- - -	196 16 0	- - -	- - -	- - -	- - -	167 5 5	167 5 5
18.	200 0 0	4	- - -	- - -	- - -	200 0 0	- - -	- - -	- - -	- - -	72 17 10	72 17 10
19.	200 0 0	3	- - -	- - -	- - -	200 0 0	20 0 0	- - -	- - -	- - -	132 18 7	152 18 7
20.	350 0 0	4	60 0 0	- - -	- - -	410 0 0	- - -	- - -	- - -	- - -	99 3 6	99 3 6
21.	1,016 13 4	3½	- - -	71 6 3	- - -	1,087 19 7	55 1 8	- - -	- - -	- - -	358 7 8	413 9 4
22.	- - -	-	1 13 2	- - -	- - -	1 13 2	- - -	- - -	- - -	- - -	591 3 11	591 3 11
23.	- - -	-	2 18 6	- - -	- - -	2 18 6	- - -	- - -	10 0 0	- - -	67 11 9	77 11 9
24.	- - -	-	2 18 6	- - -	- - -	2 18 6	- - -	- - -	- - -	- - -	19 10 8	19 10 8
25.	- - -	-	4 16 5	- - -	- - -	4 16 5	- - -	- - -	3 0 0	- - -	307 8 0	310 8 0
26.	- - -	-	2 18 6	- - -	- - -	2 18 6	- - -	- - -	- - -	- - -	529 17 9	529 17 9
27.	1,950 0 0	4½	1 7 0	- - -	- - -	1,951 7 0	- - -	- - -	10 0 0	- - -	124 9 6	134 9 6
28.	- - -	-	9 1 10	- - -	- - -	9 1 10	- - -	- - -	- - -	- - -	479 14 10	479 14 10
29.	- - -	-	1 11 6	- - -	86 16 1	38 7 7	- - -	- - -	- - -	- - -	- - -	- - -
	24,007 0 6	- -	1,084 6 10	2,619 9 4	237 7 11	27,948 4 7	566 15 11	- - -	136 18 4	25 10 0	6,674 8 8	7,403 12 11
1.	2,648 0 0	3	42 13 2	150 4 4	- - -	2,835 17 6	- - -	- - -	- - -	- - -	156 13 8	156 13 8
2.	6,914 6 8	3½	- - -	37 3 2	- - -	6,951 9 10	- - -	- - -	- - -	- - -	892 16 1	892 16 1
3.	3,000 0 0	2½	- - -	12 0 0	- - -	3,012 0 0	- - -	- - -	- - -	- - -	427 3 11	427 3 11
4.	1,013 6 3	5	83 16 1	- - -	- - -	1,097 2 4	- - -	- - -	- - -	- - -	594 5 7	594 5 7
5.	4,496 15 6	1d.	42 6 7	- - -	- - -	4,539 2 1	- - -	- - -	- - -	- - -	300 4 0	300 4 0
6.	4,030 10 0	2½	- - -	11 13 8	- - -	4,042 3 8	- - -	- - -	- - -	- - -	487 10 8	487 10 8
7.	2,953 14 0	4½	48 4 9	- - -	- - -	3,001 18 9	- - -	- - -	- - -	- - -	218 2 2	218 2 2
8.	2,275 0 0	2½	6 10 6	- - -	- - -	2,281 10 6	25 1 8	- - -	- - -	- - -	215 4 6	240 6 2
9.	1,600 0 0	3	- - -	- - -	30 13 2	1,630 13 2	- - -	- - -	- - -	- - -	- - -	- - -
10.	- - -	-	- - -	- - -	773 10 3	773 10 3	- - -	- - -	- - -	- - -	- - -	- - -
11.	800 0 0	3½	- - -	- - -	- - -	800 0 0	5 0 0	- - -	- - -	- - -	77 6 11	82 6 11

f For debts of 250l. g Including 1,359l. 5s. 11d. for lighting and watering. h Including 597l. 15s. 6d. for lighting and watering.
o For debts of 519l. 13s. 6d. p No interest payable on 2,434l. 16s. 11d. q For debts of 176l. 6s. r Including 41l. 8s. 2d. interest on treasurer's balance.

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands on 1st Jan. 1868.	3. Balance due to the Treasurers on 1st Jan. 1868.	INCOME.					
			4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.
COUNTY OF YORK—cont.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
12. Boroughbridge and Durham (part)	220 12 8	- - -	626 13 4	- - -	- - -	- - -	1 8 0	- - -
13. Bradford and Huddersfield	2,081 19 3	- - -	1,894 3 4	- - -	- - -	2 7 6	16 0 8	- - -
14. Bradford and Wakefield	- - -	231 7 4	2,710 0 0	- - -	- - -	- - -	9 14 11	- - -
15. Brampton and Hooton Roberts	387 0 10	- - -	442 12 0	- - -	- - -	- - -	9 4 0	- - -
16. Brough	117 0 10	- - -	208 0 0	- - -	- - -	- - -	- - -	- - -
17. Collingham and York	75 5 5	- - -	240 0 0	- - -	- - -	- - -	1 8 10	- - -
18. Colne and Broughton	374 13 3	- - -	248 13 6	- - -	- - -	- - -	2 7 3	- - -
19. Dewsbury and Ealand	354 16 6	- - -	1,770 0 0	- - -	- - -	- - -	9 0 6	- - -
20. Dewsbury and Leeds	544 5 2	- - -	640 1 7	- - -	- - -	- - -	d 578 2 11	- - -
21. Doncaster to Bawtry	44 18 8	- - -	284 15 0	- - -	- - -	- - -	- - -	- - -
22. Doncaster and Salter's Brook	341 3 7	- - -	825 0 0	- - -	- - -	- - -	7 7 3	- - -
23. Doncaster and Selby	- - -	- - -	350 0 0	- - -	- - -	- - -	- - -	- - -
24. Doncaster and Tadcaster	386 16 11	- - -	745 0 0	639 5 1	- - -	- - -	f 46 19 7	- - -
25. Doncaster and Thorne	- - -	9 9 2	644 0 0	- - -	- - -	- - -	2 3 6	- - -
26. Dudley Hill, Killinghall, and Harrogate	- - -	103 19 11	819 11 8	- - -	- - -	- - -	1 13 3	- - -
27. Dunford District	95 18 1	- - -	185 0 0	10 0 0	- - -	- - -	30 16 1	- - -
28. Elland and Brighouse	455 1 8	- - -	625 0 0	- - -	- - -	- - -	- - -	- - -
29. Elland and Saddleworth	360 3 7	- - -	414 3 4	- - -	- - -	- - -	3 4 9	- - -
30. Ferrybridge and Boroughbridge	181 3 10	- - -	630 0 0	427 11 7	- - -	- - -	68 0 0	- - -
31. Gisburne and Long Preston	469 5 6	- - -	656 5 0	- - -	- - -	- - -	8 15 3	- - -
32. Godley Lane	609 14 9	- - -	700 0 0	- - -	- - -	- - -	h 72 18 9	- - -
33. Greenfield and Shepley Lane Head	325 5 11	- - -	407 3 4	- - -	- - -	- - -	2 19 3	- - -
Halifax and Sheffield:—								
34. Huddersfield to Penistone	294 13 11	- - -	895 6 8	- - -	- - -	- - -	7 12 2	- - -
35. Third District	3 7 8	- - -	55 13 4	- - -	- - -	0 2 6	k 193 14 0	- - -
36. Harrogate and Boroughbridge	- - -	39 12 9	510 0 0	40 0 0	- - -	0 8 3	- - -	- - -
37. Harrogate and Hewick, and Ripon and Pateley Bridge (united)	- - -	15 0 4	1,398 15 0	- - -	- - -	- - -	2 5 0	- - -
38. Hedon and Hull	- - -	444 6 6	460 0 0	622 14 1	109 11 0	- - -	- - -	- - -
39. Hedon and Patrington	203 13 11	- - -	383 10 0	268 5 0	- - -	- - -	3 18 8	- - -
40. Holme Lane End and Heckmond-wike	188 9 0	- - -	606 0 0	- - -	- - -	- - -	16 11 8	- - -
41. Holmfirth District	94 16 7	- - -	124 0 0	- - -	- - -	- - -	3 19 4	- - -
42. Huddersfield and New Hey	748 7 10	- - -	1,000 0 0	- - -	- - -	- - -	7 7 11	- - -
43. Huddersfield and Woodhead	184 15 4	- - -	1,910 13 2	- - -	- - -	- - -	4 1 11	- - -
44. Hull and Beverley	- - -	310 18 2	1,144 10 0	- - -	- - -	- - -	2 13 8	- - -
45. Hull and Hedon New	424 6 9	- - -	530 0 0	- - -	- - -	- - -	- - -	- - -
46. Hull, Hessle, and Ferryby	504 5 1	- - -	408 16 8	- - -	- - -	- - -	0 10 0	- - -
47. Hull and Kirk Ella	366 16 3	- - -	575 0 0	- - -	- - -	- - -	n 411 6 0	- - -
48. Keighley and Bradford o	344 0 9	- - -	1,533 6 8	- - -	- - -	- - -	p 1,233 9 5	- - -
49. Keighley and Kendal, Yorkshire District	937 6 9	- - -	1,220 16 8	- - -	- - -	0 3 6	62 7 4	- - -
50. Kirkstall, Otley, and Shipley	241 4 9	- - -	1,717 18 4	- - -	- - -	- - -	r 409 18 8	- - -
51. Knaresbrough and Greenhammer-ton	90 18 8	- - -	126 0 0	- - -	- - -	- - -	- - -	- - -
52. Knaresbrough and Pateley Bridge	187 15 8	- - -	248 0 0	- - -	- - -	- - -	0 1 3	- - -
53. Leeds and Birstal	456 9 8	- - -	900 17 9	- - -	- - -	- - -	15 14 2	- - -
54. Leeds and Collingham	252 8 9	- - -	505 0 0	- - -	- - -	- - -	8 13 11	- - -
55. Leeds and Elland	393 4 8	- - -	2,760 0 0	- - -	- - -	- - -	t 1,504 9 6	- - -
56. Leeds and Harrogate	376 14 9	- - -	670 0 0	- - -	- - -	- - -	7 8 0	- - -
57. Leeds and Otley	57 12 11	- - -	448 11 11	- - -	- - -	- - -	1 16 4	- - -
58. Leeds and Wakefield	1,309 4 4	- - -	1,495 8 4	354 15 8	- - -	- - -	174 15 0	- - -
59. Leeds and Whitehall	451 8 3	- - -	3,250 0 0	- - -	- - -	- - -	7 13 6	- - -
60. Lees and Hebden Bridge	146 17 2	- - -	233 0 0	- - -	- - -	- - -	- - -	- - -
61. Lockwood and Meltham	244 14 3	- - -	799 7 6	95 14 8	- - -	- - -	1 9 3	- - -
62. Malton and Pickering	199 4 5	- - -	253 6 8	- - -	- - -	- - -	- - -	- - -
63. Middleton-Tyas Lane End to Greta Bridge and Bowes	66 9 3	- - -	156 7 5	- - -	- - -	- - -	11 18 0	- - -
64. Mytholmroyd and Blackstone Edge	142 3 2	- - -	242 10 0	- - -	- - -	- - -	- - -	- - -
65. New Mill District	- - -	0 14 7	562 0 0	- - -	- - -	- - -	30 10 10	- - -
66. Otley and Skipton	373 3 10	- - -	738 0 0	- - -	- - -	- - -	- - -	- - -
67. Red House and Crofton	146 10 8	- - -	504 8 3	- - -	- - -	0 0 6	0 2 0	- - -
Richmond and Lancaster:—								
68. Eastern District o	151 14 11	- - -	z - - -	- - -	- - -	- - -	aa 182 13 0	- - -
69. Richmond to Lucy Cross, and Gilling to Gatherley Moor	54 1 1	- - -	151 12 0	- - -	- - -	- - -	- - -	- - -
70. Richmond and Reeth	88 14 5	- - -	570 0 0	- - -	- - -	0 2 0	2 0 1	- - -
71. Rochdale to Halifax and Elland	547 4 4	- - -	4,545 0 0	- - -	- - -	4 1 9	7 3 11	- - -
72. Rotherham and Barnby Moor	611 18 1	- - -	750 0 0	- - -	- - -	- - -	7 10 0	- - -
73. Rotherham and Pleasley	223 1 9	- - -	338 0 0	- - -	- - -	- - -	4 13 0	- - -
74. Rotherham and Swinton	619 4 2	- - -	1,105 0 0	- - -	- - -	- - -	cc 37 16 6	- - -
75. Rotherham and Wentworth	115 16 8	- - -	897 0 0	- - -	- - -	- - -	3 13 0	- - -
76. Rotherham and Wortley	443 13 3	- - -	447 19 5	- - -	- - -	- - -	19 11 0	913 13 2
77. Salterhebble, Stainland, and Sowerby Bridge	433 11 2	- - -	1,744 13 4	- - -	- - -	0 15 9	3 14 10	- - -

a Allowed to townships.
g To accountant.
m For 2 years.
r Including 400l. from Leeds corporation.
z The toll-gates were removed 1st January 1868.

b Including team labour.
h Including 66l. 13s. 4d. from Wakefield and Halifax Road.
n Including purchase money of site of toll-house.
s Allowance to townships.
aa From sale of Trust property.

c Including materials, &c.
i Paid to townships.
o Local Act expired 1st November 1868.
t Including 1,500l. from Leeds corporation.
bb Paid to townships on Trust ceasing.

EXPENDITURE.

EXPENDITURE.										
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Treasurer.	Salaries of		
								Clerk.	Surveyor.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
12. 628 1 4	233 19 3	49 7 3	107 10 1	- - -	2 0 0	62 11 10	- - -	50 0 0	100 0 0	
13. 1,912 11 6	a 443 14 0	- - -	- - -	- - -	- - -	42 7 0	- - -	30 0 0	21 0 0	
14. 2,719 14 11	612 10 3	486 11 11	858 6 2	- - -	- - -	109 16 5	- - -	30 0 0	117 15 0	
15. 451 16 0	10 0 0	- - -	- - -	- - -	- - -	- - -	0 11 6	25 0 0	- - -	
16. 208 0 0	- - -	- - -	- - -	- - -	- - -	4 15 6	- - -	3 3 0	- - -	
17. 241 8 10	121 2 4	- - -	b 22 10 0	- - -	- - -	19 5 1	- - -	20 0 0	25 0 0	
18. 251 0 9	c 20 19 4	- - -	- - -	- - -	- - -	0 9 1	- - -	10 0 0	7 0 0	
19. 1,779 0 6	245 13 11	217 14 5	344 5 5	- - -	- - -	37 17 6	5 0 0	20 0 0	52 0 0	
20. 1,218 4 6	176 15 8	240 7 6	390 13 1	- - -	- - -	93 18 9	- - -	25 0 0	53 15 0	
21. 284 15 0	167 16 3	32 3 6	36 12 0	- - -	6 2 0	14 8 0	- - -	35 0 0	30 0 0	
22. 832 7 3	e 527 6 9	- - -	- - -	- - -	- - -	75 2 9	- - -	50 0 0	35 0 0	
23. 350 0 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	
24. 1,481 4 8	371 12 6	113 7 5	279 11 0	- - -	- - -	50 7 3	- - -	20 0 0	100 0 0	
25. 646 3 6	141 2 3	156 19 8	101 15 0	- - -	- - -	9 0 7	- - -	37 13 9	30 0 0	
26. 821 4 11	- - -	- - -	- - -	- - -	- - -	79 0 7	- - -	- - -	21 0 0	
27. 225 16 1	50 0 0	25 0 0	- - -	- - -	- - -	3 7 6	- - -	10 0 0	5 0 0	
28. 625 0 0	- - -	- - -	- - -	- - -	- - -	5 12 6	- - -	20 0 0	15 0 0	
29. 417 8 1	- - -	- - -	- - -	- - -	- - -	- - -	- - -	12 0 0	- - -	
30. 1,125 11 7	485 4 11	161 12 11	85 13 9	- - -	3 15 0	79 7 8	5 0 0	20 0 0	70 0 0	
31. 665 0 3	- - -	- - -	- - -	- - -	- - -	16 13 9	g 5 0 0	10 0 0	20 0 0	
32. 772 18 9	i 216 13 4	- - -	- - -	- - -	- - -	10 7 4	5 5 0	20 0 0	- - -	
33. 410 2 7	- - -	- - -	- - -	- - -	- - -	- - -	- - -	20 0 0	10 0 0	
34. 902 18 10	- - -	- - -	j 253 19 10	111 11 6	- - -	59 13 3	- - -	15 15 0	35 0 0	
35. 249 9 10	- - -	- - -	- - -	- - -	- - -	- - -	0 15 7	50 0 0	25 0 0	
36. 550 8 3	195 7 9	96 1 1	91 19 2	- - -	- - -	16 16 8	10 0 0	8 0 0	35 0 0	
37. 1,401 0 0	653 15 1	161 5 10	86 7 6	- - -	2 0 0	116 1 8	- - -	35 0 0	120 0 0	
38. 1,192 3 1	282 9 0	33 18 10	634 16 10	- - -	- - -	6 17 0	- - -	10 0 0	20 0 0	
39. 655 18 8	141 4 6	85 8 4	137 15 1	- - -	- - -	7 3 0	- - -	10 0 0	40 0 0	
40. 622 11 8	113 15 5	87 4 0	125 16 2	- - -	- - -	9 5 11	- - -	20 0 0	7 10 0	
41. 127 19 4	- - -	- - -	- - -	- - -	- - -	2 16 4	- - -	10 0 0	5 0 0	
42. 1,007 7 11	- - -	- - -	- - -	- - -	- - -	93 8 3	- - -	21 0 0	m 40 0 0	
43. 1,914 15 1	581 9 3	418 2 1	241 19 9	- - -	3 5 3	36 3 5	- - -	20 0 0	85 0 0	
44. 1,147 3 8	258 17 0	83 0 0	406 13 11	- - -	- - -	113 15 2	- - -	10 0 0	50 0 0	
45. 530 0 0	106 0 0	- - -	- - -	- - -	- - -	13 8 9	- - -	10 0 0	20 0 0	
46. 409 6 8	93 12 10	4 4 2	14 12 0	- - -	- - -	9 5 10	- - -	10 0 0	25 2 2	
47. 986 6 0	100 1 6	34 13 8	135 19 3	- - -	- - -	96 11 10	- - -	10 0 0	41 5 0	
48. 2,766 16 1	q 1,270 3 1	294 10 2	909 12 6	- - -	- - -	80 12 1	- - -	n 21 0 0	110 0 0	
49. 1,283 7 6	18 16 11	3 15 0	1 2 6	- - -	- - -	12 15 6	4 0 0	16 0 0	16 0 0	
50. 2,127 17 0	- - -	- - -	1,400 0 0	- - -	- - -	89 15 3	- - -	- - -	21 0 0	
51. 126 0 0	0 2 6	- - -	- - -	- - -	- - -	1 12 3	- - -	8 0 0	15 0 0	
52. 248 1 3	s 43 4 6	- - -	- - -	- - -	- - -	9 2 7	- - -	10 10 0	25 0 0	
53. 916 11 11	i 306 12 2	- - -	- - -	- - -	- - -	21 17 4	- - -	30 0 0	15 0 0	
54. 513 13 11	111 6 4	112 10 8	30 1 4	- - -	2 0 0	9 11 5	- - -	21 0 0	25 0 0	
55. 4,264 9 6	u 1,980 0 0	- - -	- - -	26 15 0	- - -	64 5 2	- - -	22 3 6	25 0 0	
56. 677 8 0	281 17 5	193 13 9	117 7 5	- - -	5 0 0	21 13 3	- - -	30 0 0	40 0 0	
57. 450 8 3	149 8 0	50 2 6	77 3 5	- - -	- - -	13 16 10	- - -	x 15 19 0	40 0 0	
58. 2,024 19 0	480 3 1	156 0 0	323 2 0	- - -	- - -	56 18 4	- - -	40 0 0	100 0 0	
59. 8,257 13 6	s 798 13 5	- - -	- - -	- - -	- - -	44 3 11	- - -	30 0 0	35 0 0	
60. 233 0 0	- - -	- - -	- - -	- - -	- - -	2 15 0	5 0 0	7 10 0	2 12 6	
61. 896 11 5	247 13 2	251 9 1	237 4 11	- - -	8 8 2	40 0 3	- - -	25 0 0	30 0 0	
62. 253 6 8	y 155 5 0	- - -	- - -	- - -	- - -	9 6 11	- - -	12 12 0	- - -	
63. 168 5 5	62 18 1	15 14 6	1 0 6	- - -	- - -	1 5 7	15 0 0	- - -	35 12 8	
64. 242 10 0	i 60 0 0	- - -	- - -	- - -	- - -	10 3 7	5 0 0	5 0 0	5 0 0	
65. 592 10 10	- - -	- - -	- - -	- - -	- - -	23 14 9	- - -	15 15 0	- - -	
66. 738 0 0	s 105 1 9	- - -	- - -	- - -	- - -	9 8 7	10 10 0	21 0 0	10 0 0	
67. 504 10 9	101 17 10	89 3 8	73 0 11	- - -	- - -	15 17 9	- - -	20 0 0	50 0 0	
68. 182 13 0	bb 282 0 6	- - -	- - -	- - -	- - -	8 9 6	5 0 0	15 0 0	- - -	
69. 151 12 0	54 5 9	- - -	b 19 3 9	- - -	- - -	1 15 7	3 15 10	7 0 0	31 4 0	
70. 572 2 1	w 371 7 0	- - -	- - -	- - -	- - -	28 19 4	5 0 0	10 0 0	- - -	
71. 4,556 5 8	1,755 17 11	472 13 2	1,415 18 4	- - -	17 8 0	196 14 4	- - -	50 0 0	135 0 0	
72. 757 10 0	s 90 0 0	- - -	- - -	- - -	- - -	30 15 9	- - -	15 15 0	10 0 0	
73. 342 13 0	- - -	- - -	- - -	- - -	- - -	26 16 8	- - -	17 0 0	15 0 0	
74. 1,142 16 6	dd 518 3 8	- - -	- - -	- - -	- - -	16 2 3	- - -	22 10 0	10 0 0	
75. 900 13 0	i 192 0 0	- - -	- - -	- - -	- - -	- - -	1 7 4	20 0 0	- - -	
76. 1,381 3 7	c 218 6 9	- - -	- - -	- - -	- - -	2 7 0	- - -	21 0 0	20 0 0	
77. 1,749 3 11	c 337 12 6	- - -	- - -	- - -	- - -	- - -	- - -	20 0 0	- - -	

d Including 500*l.* from Leeds corporation.

e Allowance towards repairs.

f Including 25*l.* from Doncaster and Salter's Brook Road.

g Including proceeds of sale of Trust property.

h The roads are repaired by the lessee of the tolls.

p Including proceeds of sale of Trust property.

q Including 621*l.* 3*s.* 2*d.* paid over to the parishes on the Trust ceasing.

u Contract work.

x For part of a year.

y Allowed for repairs of road.

cc Including proceeds of sale of materials of toll-houses, &c.

dd Including contract work

L +

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20.	21.	22.	23.	24.	25.	26.
	Law Charges.	Interest of Debt.	Improvements.	Debts paid off.	Incidental Expenses.	Estimated Value of Statute Duty performed.	TOTAL EXPENDITURE.
COUNTY OF YORK—cont.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
12. Boroughbridge and Durham (part)	- - -	- - -	- - -	- - -	23 13 8	- - -	629 2 1
13. Bradford and Huddersfield	2 4 6	777 19 11	- - -	a 1,499 19 11	55 15 9	- - -	2,873 1 1
14. Bradford and Wakefield	15 9 6	29 15 0	0 5 0	- - -	7 7 1	- - -	2,267 16 4
15. Brampton and Hooton Roberts	33 3 5	205 8 0	1 0 0	- - -	22 11 7	- - -	297 14 6
16. Brough	4 4 8	38 5 0	- - -	b 115 0 0	- - -	- - -	165 8 2
17. Collingham and York	- - -	37 4 2	- - -	- - -	- - -	- - -	245 1 7
18. Colne and Broughton	- - -	36 4 7	- - -	c 297 10 0	7 5 6	- - -	379 8 6
19. Dewsbury and Ealand	- - -	35 15 6	- - -	623 15 0	47 19 2	- - -	1,630 0 11
20. Dewsbury and Leeds	- - -	14 18 9	- - -	512 19 2	14 0 8	- - -	1,522 8 7
21. Doncaster to Bawtry	9 12 0	- - -	- - -	- - -	28 10 9	- - -	360 4 6
22. Doncaster and Salter's Brook	- - -	47 8 3	- - -	- - -	5 5 0	- - -	740 2 9
23. Doncaster and Selby	2 2 0	- - -	- - -	347 18 0	- - -	- - -	350 0 0
24. Doncaster and Tadcaster	- - -	210 0 6	- - -	e 200 0 0	17 4 5	- - -	1,362 3 1
25. Doncaster and Thorne	- - -	42 12 0	50 0 0	f 24 15 0	15 3 6	- - -	609 1 9
26. Dudley Hill, Killinghall, and Harrogate	34 17 2	121 0 1	- - -	550 0 0	- - -	- - -	805 17 10
27. Dunford District	- - -	20 1 4	- - -	g 86 5 0	2 5 11	- - -	201 19 9
28. Elland and Brighouse	5 2 4	536 9 9	- - -	- - -	14 11 0	- - -	596 15 7
29. Elland and Saddleworth	8 6 10	450 0 0	- - -	- - -	19 11 11	- - -	489 18 9
30. Ferrybridge and Boroughbridge	14 1 3	127 10 0	- - -	- - -	7 5 0	- - -	1,059 10 6
31. Gisburne and Long Preston	71 5 10	82 9 1	- - -	380 0 0	11 6 4	- - -	596 15 0
32. Godley Lane	- - -	79 16 6	- - -	h 817 5 4	2 17 4	- - -	1,152 4 10
33. Greenfield and Shepley Lane Head	- - -	- - -	- - -	i 390 15 8	19 10 2	- - -	440 5 10
Halifax and Sheffield:—	- - -	- - -	- - -	- - -	- - -	- - -	- - -
34. Huddersfield to Penistone	- - -	8 0 0	539 5 6	- - -	16 8 5	- - -	1,039 13 6
35. Third District	6 0 2	- - -	43 10 10	- - -	16 0 11	- - -	141 7 6
36. Harrogate and Boroughbridge	2 16 8	- - -	- - -	- - -	8 6 6	- - -	464 7 10
37. Harrogate and Hewick, and Ripon and Pateley Bridge (united)	39 19 2	31 13 6	40 0 0	- - -	31 16 6	- - -	1,317 19 3
38. Hedon and Hull	11 18 10	32 18 0	- - -	- - -	30 17 10	109 11 0	1,173 7 4
39. Hedon and Patrington	29 6 7	28 10 5	- - -	m 48 2 6	12 8 1	- - -	539 18 6
40. Holme Lane End and Heckmond-wike	17 12 8	66 7 9	- - -	n 99 15 0	- - -	- - -	547 6 11
41. Holmfirth District	- - -	19 19 1	- - -	90 0 0	2 4 2	- - -	129 19 7
42. Huddersfield and New Hey	- - -	132 3 3	- - -	p 969 10 8	11 5 0	- - -	1,267 7 2
43. Huddersfield and Woodhead	17 2 6	80 19 9	4 17 4	q 200 0 0	41 2 4	- - -	1,730 1 8
44. Hull and Beverley	16 12 7	13 15 4	- - -	- - -	11 6 10	- - -	964 0 10
45. Hull and Hedon New	8 18 6	190 0 6	- - -	r 344 7 6	16 2 8	- - -	708 17 11
46. Hull, Hessele, and Ferriby	20 17 6	38 0 6	- - -	s 189 0 0	12 5 5	- - -	417 0 5
47. Hull and Kirk Ella	66 8 10	68 11 3	- - -	t 381 1 6	6 18 5	- - -	941 11 3
48. Keighley and Bradford	161 12 10	9 1 6	- - -	100 0 0	u 154 4 8	- - -	3,110 16 10
49. Keighley and Kendal, Yorkshire District	21 4 7	311 4 1	- - -	r 1,000 0 0	19 5 11	- - -	1,424 4 6
50. Kirkstall, Otley, and Shipley	42 13 11	29 12 4	- - -	500 0 0	5 7 11	- - -	2,088 9 5
51. Knaresbrough and Greenhamerton	- - -	- - -	- - -	90 0 0	4 6 7	- - -	119 1 4
52. Knaresbrough and Pateley Bridge	- - -	94 18 10	- - -	- - -	1 8 5	- - -	184 4 4
53. Leeds and Birstal	- - -	49 10 1	- - -	500 0 0	- - -	- - -	922 19 7
54. Leeds and Collingham	- - -	26 6 6	- - -	- - -	4 13 3	- - -	342 9 6
55. Leeds and Elland	25 15 5	89 5 9	98 15 0	aa 2,070 0 0	- - -	- - -	4,401 19 10
56. Leeds and Harrogate	- - -	- - -	- - -	- - -	9 1 1	- - -	698 12 11
57. Leeds and Otley	- - -	42 15 9	- - -	- - -	- - -	- - -	389 5 6
58. Leeds and Wakefield	- - -	- - -	1,651 10 9	- - -	3 10 0	- - -	2,811 4 2
59. Leeds and Whitehall	- - -	113 9 0	- - -	1,600 0 0	36 11 5	- - -	2,657 17 9
60. Lees and Hebden Bridge	- - -	62 18 9	- - -	cc 100 0 0	13 15 1	- - -	194 11 4
61. Lockwood and Meltham	30 2 8	22 5 3	- - -	199 19 0	30 3 9	- - -	1,122 6 3
62. Malton and Pickering	- - -	- - -	- - -	- - -	7 0 8	- - -	184 4 7
63. Middleton-Tyas Lane End to Greta Bridge and Bowes	- - -	17 9 6	- - -	- - -	8 4 0	- - -	157 4 10
64. Mytholmroyd and Blackstone Edge	- - -	55 8 3	- - -	- - -	4 15 3	- - -	145 7 1
65. New Mill District	- - -	- - -	42 0 3	500 0 0	9 16 4	- - -	591 6 4
66. Otley and Skipton	- - -	82 13 5	- - -	- - -	11 1 5	- - -	249 15 2
67. Red House and Crofton	- - -	51 5 6	- - -	200 0 0	4 4 2	- - -	605 9 10
Richmond and Lancaster:—	- - -	- - -	- - -	- - -	- - -	- - -	- - -
68. Eastern District	- - -	2 10 11	- - -	- - -	ff 21 7 0	- - -	334 7 11
69. Richmond to Lucy Cross, and Gilling to Gatherley Moor	- - -	13 0 7	- - -	- - -	7 7 7	- - -	137 13 1
70. Richmond and Reeth	- - -	81 0 0	- - -	- - -	4 18 10	- - -	501 5 2
71. Rochdale to Halifax and Elland	18 0 11	120 0 5	29 3 2	532 10 0	146 7 9	- - -	4,889 14 0
72. Rotherham and Barnby Moor	7 16 7	63 5 2	- - -	hh 483 0 0	15 4 9	- - -	715 17 3
73. Rotherham and Pleasley	6 8 1	75 6 5	- - -	- - -	9 2 8	- - -	149 13 10
74. Rotherham and Swinton	33 18 5	- - -	65 6 0	- - -	55 9 10	- - -	721 10 2
75. Rotherham and Wentworth	24 12 3	178 12 7	- - -	233 14 0	11 16 11	- - -	662 3 1
76. Rotherham and Wortley	16 16 1	304 8 2	726 6 0	- - -	10 18 8	- - -	1,320 2 8
77. Salterhebble, Stainland, and Sowerby Bridge	23 12 11	117 3 1	- - -	kk 1,378 4 5	18 13 11	- - -	1,895 6 10

(Continued from page 79.)

a For debts of 2,298*l.* 3*s.* 1*d.*

b For debts of 130*l.*

c For debts of 350*l.*

d Including 8,583*l.* 6*s.* 9*d.* not bearing interest.

i Misstated in previous returns in regard to a portion of the debt.

k For debts of 825*l.* 10*s.* 8*d.*

l For debts of 518*l.* 18*s.* 8*d.*

g For debts of 220*l.*

r For debts of 441*l.* 15*s.* 0*d.*

s For debts of 200*l.*

t For debts of 382*l.* 2*s.* 6*d.*

z Including 8,020*l.* at one penny per cent.

aa For debts of 2,100*l.*

bb Including 26,632*l.* 5*s.* 4*d.* not bearing interest.

ff Including 14*l.* 13*s.* 1*d.* compensation to officers.

gg Reduced by consent of creditors.

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1868.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1868.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
12.	-	-	-	-	-	-	-	-	-	219 11 11	219 11 11
13.	12,139 12 9	5	-	1,204 5 3	13,343 18 0	-	-	-	-	1,121 9 8	1,121 9 8
14.	1,500 0 0	4	-	30 0 0	1,530 0 0	-	-	-	-	220 11 3	220 11 3
15.	3,220 16 8	5	-	-	3,220 16 8	-	-	-	-	541 2 4	541 2 4
16.	1,275 0 0	3	-	-	1,275 0 0	-	-	-	-	159 12 8	159 12 8
17.	2,375 0 0	2	-	424 7 0	2,799 7 0	-	-	-	-	71 12 8	71 12 8
18.	1,600 0 0	2	-	33 19 2	1,633 19 2	-	-	-	-	246 5 6	246 5 6
19.	-	-	250 0 0	-	250 0 0	-	-	-	-	503 16 1	503 16 1
20.	42 10 0	5	-	10 1 11	52 11 11	-	-	-	-	240 1 1	240 1 1
21.	-	-	-	30 10 10	30 10 10	-	-	-	-	-	-
22.	1,061 8 6	5	-	198 19 11	1,260 8 5	-	-	-	-	433 8 1	433 8 1
23.	19,083 6 9	5	3,229 6 11	17,762 0 0	40,074 13 8	-	-	-	-	-	-
24.	7,046 13 4	2½	-	189 15 2	7,236 8 6	81 5 0	39 17 6	25 0 0	15 6 8	455 18 6	617 7 8
25.	1,375 0 0	3	-	43 19 0	1,418 19 0	-	-	-	-	27 12 7	27 12 7
26.	1,950 0 0	5	-	-	88 12 10	2,038 12 10	67 1 8	-	-	-	67 1 8
27.	1,644 2 6	3	42 12 2	16 15 11	1,703 10 7	-	-	-	-	119 14 5	119 14 5
28.	10,797 12 1	5	-	1,090 3 0	11,887 15 1	-	-	-	-	483 6 1	483 6 1
29.	6,723 17 7	5	-	7,520 0 7	14,243 18 2	-	-	-	-	287 12 11	287 12 11
30.	2,550 0 0	5	-	-	2,550 0 0	-	8 8 6	-	-	247 4 11	255 13 5
31.	2,274 1 8	3	-	-	2,274 1 8	-	-	-	-	537 10 9	537 10 9
32.	2,081 8 7	3	-	12 2 8	2,093 11 3	-	-	-	-	230 8 8	230 8 8
33.	2,512 19 7	None	-	-	2,512 19 7	-	-	-	-	295 2 8	295 2 8
34.	200 0 0	4	-	-	200 0 0	68 3 4	-	-	-	157 19 3	226 2 7
35.	-	-	-	-	-	-	-	-	-	111 10 0	111 10 0
36.	-	-	-	-	-	-	-	-	-	46 7 8	46 7 8
37.	925 0 0	5	-	22 10 0	947 10 0	119 11 8	-	-	-	68 0 5	187 12 1
38.	1,120 0 0	3	-	-	425 8 9	1,545 8 9	-	462 12 4	-	-	462 12 4
39.	975 0 0	3	-	-	975 0 0	-	-	-	-	319 9 1	319 9 1
40.	1,500 0 0	4	39 8 5	60 0 0	1,599 8 5	-	-	-	-	263 13 9	263 13 9
41.	4,889 18 0	2	166 15 6	11 14 7	5,068 8 1	-	-	-	-	92 16 4	92 16 4
42.	4,877 13 4	2½	-	77 1 11	4,954 15 3	-	-	-	-	488 8 7	488 8 7
43.	2,633 7 9	3	84 5 2	180 6 1	2,897 18 0	-	-	-	-	369 8 9	369 8 9
44.	575 0 0	2½	-	-	702 15 4	0 10 0	-	0 13 5	-	-	1 3 5
45.	10,471 1 3	1½	-	178 13 4	10,649 14 7	-	-	-	-	245 8 10	245 8 10
46.	1,100 0 0	3	-	-	1,100 0 0	-	-	-	-	496 11 4	496 11 4
47.	1,481 15 0	3½	-	-	1,481 15 0	-	47 18 0	-	-	411 11 0	459 9 0
48.	-	-	-	-	-	-	-	-	-	-	-
49.	14,628 16 7	1½	-	-	14,628 16 7	-	-	-	-	796 9 9	796 9 9
50.	300 0 0	5	-	-	300 0 0	300 10 0	-	-	-	280 12 4	581 2 4
51.	915 0 0	None	-	-	915 0 0	-	-	-	-	97 17 4	97 17 4
52.	3,116 4 0	3	-	-	3,116 4 0	-	-	-	-	251 12 7	251 12 7
53.	12,185 0 0	3	-	-	12,185 0 0	-	-	-	-	450 2 0	450 2 0
54.	8,920 0 0	3	-	-	8,920 0 0	-	-	-	-	423 13 2	423 13 2
55.	1,400 0 0	4	30 0 0	-	1,430 0 0	-	-	-	-	255 14 4	255 14 4
56.	-	-	-	-	-	-	-	-	-	355 9 10	355 9 10
57.	800 0 0	5	20 0 0	24 0 1	844 0 1	-	-	-	-	118 15 8	118 15 8
58.	-	-	13 0 8	-	13 0 8	-	-	-	-	522 19 2	522 19 2
59.	29,632 5 4	3	-	-	29,632 5 4	270 16 8	-	-	-	1,051 4 0	1,322 0 8
60.	4,900 9 5	1½	-	-	4,900 9 5	-	-	-	-	185 5 10	185 5 10
61.	1,305 0 0	2	-	41 19 8	1,346 19 8	-	-	-	-	18 19 5	18 19 5
62.	-	-	-	-	-	-	-	-	-	268 6 6	268 6 6
63.	575 0 0	3	-	-	575 0 0	-	-	-	-	77 9 10	77 9 10
64.	6,480 0 0	1½	-	-	6,480 0 0	-	-	-	-	239 6 1	239 6 1
65.	1,629 7 2	None	-	-	1,629 7 2	48 0 0	-	30 6 0	-	0 9 11	78 15 11
66.	2,204 7 0	3½	-	-	2,204 7 0	-	-	-	-	861 8 8	861 8 8
67.	2,275 14 3	3	-	59 3 5	2,334 17 8	32 16 0	-	-	-	45 11 7	78 7 7
68.	-	-	-	-	-	-	-	-	-	-	-
69.	650 0 0	gg 1	-	-	650 0 0	-	-	-	-	68 0 0	68 0 0
70.	10,270 0 0	5	2,921 3 8	12,110 0 0	25,301 3 8	-	-	-	-	159 11 4	159 11 4
71.	2,130 0 0	5	-	-	2,130 0 0	-	-	-	-	213 16 0	213 16 0
72.	4,800 0 0	1½	-	-	4,800 0 0	-	-	-	-	653 10 10	653 10 10
73.	3,027 14 0	2½	-	-	3,027 14 0	-	-	-	-	416 0 11	416 0 11
74.	-	-	-	-	-	-	-	-	-	1,040 10 6	1,040 10 6
75.	-	-	-	-	-	-	-	-	-	354 6 7	354 6 7
76.	4,310 0 0	3	-	-	4,310 0 0	-	-	-	-	504 14 2	504 14 2
77.	2,600 0 0	4	-	-	2,600 0 0	-	-	-	-	287 8 3	287 8 3

e For debts of 350*l*. *f* For debts of 45*l*. *g* For debts of 100*l*. *h* Including 1,094*l*. at one penny per cent.
m For debts of 50*l*. *n* For debts of 100*l*. *o* Including 3,944*l*. 18*s*. 0*d*. at one penny per cent. *p* For debts of 1,015*l*.
u Including 120*l*. to surveyor as compensation. *x* For debts of 1,902*l*. 4*s*. 8*d*. *y* Including 11,085*l*. the interest on which is postponed.
cc For debts of 306*l*. 5*s*. 7*d*. *dd* Including 2,830*l*. not bearing interest. *ee* Misstated 3*d*. in the previous return.
hh For debts of 650*l*. *ii* Including 2,500*l*. at 4 per cent. *kk* For debts of 1,685*l*. 14*s*. 7*d*.

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands on 1st Jan. 1868.	3. Balance due to the Treasurers on 1st Jan. 1868.	INCOME.					
			4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.
COUNTY OF YORK—cont.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
78. Seacroft to Scholes - -	143 18 4	- - -	80 0 0	- - -	- - -	- - -	1 17 11	- - -
79. Sedburgh - - -	337 16 10	- - -	600 0 0	- - -	- - -	0 5 0	76 13 10	- - -
80. Selby and Leeds - - -	550 4 7	- - -	963 9 0	232 15 0	- - -	- - -	34 6 9	- - -
81. Selby and Market Weighton - -	122 11 5	- - -	456 10 0	464 6 0	- - -	- - -	5 1 6	- - -
82. Sheffield and Tinsley - - -	1,189 4 11	- - -	a	- - -	- - -	0 10 0	20 19 8	- - -
83. Shipley and Bramley - - -	63 12 0	- - -	498 7 11	- - -	- - -	- - -	c 657 7 7	- - -
84. Skipton and Clitheroe - - -	203 10 11	- - -	670 0 0	- - -	- - -	- - -	- - -	- - -
85. Skipton and Craco - - -	132 8 8	- - -	375 0 0	29 7 1	- - -	- - -	4 16 8	- - -
86. Skipton and Knaresbrough - -	143 10 0	- - -	508 0 0	- - -	- - -	- - -	2 2 0	- - -
87. Stockton and Middlesbrough - -	875 17 6	- - -	700 0 0	22 1 11	- - -	- - -	- - -	- - -
88. Sunk Island - - -	- - -	- - -	120 0 0	62 7 1	- - -	- - -	12 8 8	- - -
89. Tadcaster Bridge to Hob Moor Lane End - - -	- - -	4 7 4	485 0 0	- - -	- - -	- - -	8 0 6	- - -
90. Tadcaster and Halton Dial - -	79 9 11	- - -	678 1 0	- - -	- - -	- - -	1 5 2	- - -
91. Tadcaster and Otley - - -	23 3 1	- - -	508 5 5	- - -	- - -	- - -	- - -	- - -
92. Thirsk - - -	- - -	76 17 8	870 16 8	149 17 6	- - -	0 7 0	- - -	- - -
93. Thirsk and Masham - - -	157 16 3	- - -	157 0 0	- - -	- - -	- - -	- - -	- - -
94. Thirsk and Yarm - - -	543 11 10	- - -	446 0 0	- - -	- - -	- - -	2 1 3	- - -
95. Tinsley and Doncaster (united) -	390 19 2	- - -	1,365 0 0	- - -	- - -	- - -	34 17 0	- - -
96. Todmorden - - -	248 12 4	- - -	3,650 5 11	- - -	- - -	4 15 3	62 0 3	- - -
97. Wadsley, Langset, and Sheffield -	1,914 0 1	- - -	1,615 0 0	- - -	- - -	0 12 9	35 19 10	- - -
98. Wakefield and Aberford - - -	219 7 8	- - -	627 0 0	- - -	- - -	- - -	3 16 6	- - -
99. Wakefield and Austerlands - -	- - -	698 3 10	3,385 0 0	- - -	- - -	- - -	6 13 0	- - -
100. Wakefield and Denby Dale - -	844 14 0	- - -	855 0 0	- - -	- - -	- - -	10 9 7	- - -
101. Wakefield and Halifax - - -	1,728 6 8	- - -	710 5 0	- - -	- - -	- - -	i 208 10 11	- - -
102. Wakefield to Sheffield - - -	397 13 5	- - -	2,072 0 0	- - -	- - -	- - -	12 3 5	- - -
103. Wakefield and Weeland - - -	287 7 8	- - -	910 18 0	- - -	- - -	- - -	7 2 2	- - -
104. Wellington and Tong Lane End -	468 9 2	- - -	867 3 4	- - -	- - -	- - -	10 9 1	- - -
105. Wetherby and Knaresbrough - -	870 17 8	- - -	390 0 0	- - -	- - -	- - -	- - -	- - -
106. Winston Bridge - - -	93 6 2	- - -	237 2 10	- - -	- - -	- - -	13 0 0	- - -
107. Worksop to Attercliffe - - -	487 15 1	- - -	1,126 13 4	- - -	- - -	0 0 6	- - -	- - -
108. Wortley, Armley, and Bramley -	- - -	2,011 18 1	323 0 0	- - -	- - -	- - -	5 15 0	- - -
109. Wortley and Pudsey - - -	71 0 8	- - -	60 0 0	- - -	- - -	- - -	2 10 1	- - -
110. York and Boroughbridge - - -	201 11 8	- - -	320 0 0	- - -	- - -	- - -	28 0 0	- - -
111. York to Kexby Bridge and Grim- ston to Stone Dale - - -	707 19 6	- - -	1,065 0 0	- - -	- - -	- - -	13 10 0	- - -
112. York to Oswaldkirk Bank - - -	96 1 0	- - -	528 18 5	275 6 11	- - -	- - -	2 0 0	- - -
£	36,676 13 4	4,496 18 6	90,977 10 11	4,287 6 9	182 9 0	15 19 6	6,753 14 0	913 13 2

a The collection of tolls was discontinued from the 31st October 1866.
f Allowed to townships.
g Contract work.
b Including team labour.
h Charged as interest.

EXPENDITURE.										
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of			
							Treasurer.	Clerk.	Surveyor.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
78. 81 17 11	- - -	- - -	- - -	- - -	- - -	- - -	- - -	5 0 0	2 10 0	
79. 676 18 10	108 14 9	86 12 4	114 14 0	- - -	- - -	39 10 0	10 0 0	15 0 0	35 0 0	
80. 1,230 10 9	279 2 5	202 18 0	179 17 4	- - -	10 8 0	44 13 9	- - -	30 0 0	60 0 0	
81. 925 17 6	217 9 7	51 19 1	270 19 9	- - -	- - -	19 13 3	- - -	15 15 0	44 0 0	
82. 21 9 8	675 14 3	- - -	18 3 7	- - -	- - -	- - -	- - -	20 0 0	15 0 0	
83. 1,155 15 6	- - -	- - -	- - -	- - -	- - -	5 6 2	- - -	- - -	2 0 0	
84. 670 0 0	110 0 0	17 3 8	79 6 6	- - -	4 12 10	1 17 10	10 10 0	21 0 0	15 0 0	
85. 409 3 9	175 12 4	- - -	6 4 4	- - -	4 10 0	- - -	- - -	d 13 1 3	5 0 0	
86. 510 2 0	e 150 0 0	- - -	- - -	- - -	- - -	9 13 3	10 0 0	20 0 0	25 0 0	
87. 722 1 11	47 12 6	15 3 9	80 11 10	- - -	- - -	13 4 8	- - -	20 0 0	5 0 0	
88. 194 15 9	65 7 6	5 16 0	98 6 0	- - -	- - -	16 16 5	- - -	5 0 0	- - -	
89. 493 0 6	241 18 3	72 18 10	80 0 2	- - -	- - -	18 1 9	- - -	15 0 0	55 0 0	
90. 679 6 2	249 17 7	202 7 2	141 13 3	- - -	0 5 0	41 0 10	- - -	30 0 0	60 0 0	
91. 508 5 5	198 16 1	26 14 0	6 4 0	- - -	11 11 0	26 10 8	- - -	20 0 0	50 0 0	
92. 1,021 1 2	366 4 4	122 8 4	296 0 7	- - -	2 1 8	19 10 0	- - -	40 0 0	80 0 0	
93. 157 0 0	- - -	- - -	- - -	- - -	- - -	1 10 0	5 0 0	5 0 0	- - -	
94. 448 1 3	f 198 13 4	- - -	- - -	- - -	- - -	18 14 9	7 10 0	40 0 0	30 0 0	
95. 1,399 17 0	g 900 0 0	- - -	- - -	- - -	- - -	103 11 10	- - -	62 10 0	25 0 0	
96. 3,717 1 5	1,155 0 2	563 15 7	667 13 8	6 7 0	- - -	76 0 0	25 0 0	25 0 0	100 0 0	
97. 1,651 12 7	- - -	- - -	- - -	- - -	- - -	39 15 10	2 11 4	25 0 0	20 0 0	
98. 630 16 6	e 382 0 0	- - -	- - -	- - -	- - -	28 6 8	- - -	20 0 0	30 0 0	
99. 3,391 13 0	1,190 19 3	802 18 11	669 9 7	- - -	52 11 5	38 4 11	h 20 0 8	31 10 0	150 0 0	
100. 865 9 7	- - -	- - -	- - -	- - -	- - -	33 8 2	- - -	25 0 0	15 0 0	
101. 918 15 11	e 416 13 4	- - -	- - -	- - -	- - -	- - -	- - -	30 0 0	25 0 0	
102. 2,084 3 5	g 1,080 2 6	- - -	- - -	- - -	- - -	48 9 5	- - -	70 0 0	40 0 0	
103. 918 0 2	142 7 8	173 19 3	145 9 8	- - -	0 5 0	19 8 1	- - -	20 0 0	50 0 0	
104. 877 12 5	- - -	- - -	- - -	- - -	- - -	15 18 9	- - -	30 0 0	- - -	
105. 390 0 0	173 12 0	18 14 6	59 7 6	- - -	7 0 0	22 16 3	5 0 0	10 10 0	35 0 0	
106. 250 2 10	157 12 0	26 14 0	2 15 9	- - -	- - -	2 6 2	- - -	10 0 0	- - -	
107. 1,126 13 10	k 279 1 3	- - -	- - -	- - -	- - -	21 2 0	5 0 0	36 11 4	25 0 0	
108. 328 15 0	1369 5 2	- - -	- - -	- - -	- - -	15 11 0	- - -	- - -	- - -	
109. 62 10 1	- - -	- - -	- - -	- - -	- - -	9 18 0	- - -	- - -	- - -	
110. 348 0 0	172 0 11	64 15 2	32 14 0	- - -	4 0 0	20 2 8	- - -	10 0 0	35 0 0	
111. 1,078 10 0	375 19 10	207 10 9	352 6 1	- - -	- - -	59 2 11	- - -	25 0 0	110 0 0	
112. 806 5 4	241 0 8	161 0 6	137 19 1	- - -	- - -	5 4 4	- - -	15 0 0	52 10 0	
103,180 13 4	27,704 17 9	7,724 2 6	13,841 4 4	144 13 6	148 3 4	3,240 7 2	207 17 3	2,343 17 11	3,754 13 0	

(Continued on page 84.)

c Including 650l. from Leeds Corporation.
i Including proceeds of sale of toll-house, &c.

d For 2 years.
k Including materials, &c.

e Allowance to townships.
l Paid to Leeds Corporation.

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

(Continued from page 83.)

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE
COUNTY OF YORK—cont.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
78. Seacroft to Scholes - - -	- - -	117 18 6	- - -	- - -	5 18 1	- - -	131 6 7
79. Sedburgh - - -	- - -	32 0 9	161 4 3	- - -	13 10 5	- - -	616 6 6
80. Selby and Leeds - - -	- - -	115 15 9	- - -	- - -	33 12 11	- - -	956 8 2
81. Selby and Market Weighton - -	34 14 3	87 6 7	- - -	b 203 0 0	33 1 0	- - -	977 18 6
82. Sheffield and Tinsley - - -	2 11 0	- - -	78 15 0	- - -	46 11 3	- - -	256 15 1
83. Shipley and Bramley - - -	12 0 0	72 3 4	40 7 0	- - -	- - -	- - -	131 16 6
84. Skipton and Clitheroe - - -	- - -	160 5 9	- - -	201 0 0	39 15 1	- - -	660 11 8
85. Skipton and Craco - - -	- - -	- - -	65 13 8	- - -	14 18 6	- - -	284 19 8
86. Skipton and Knaresbrough - -	- - -	91 6 2	- - -	150 0 0	5 6 11	- - -	461 6 4
87. Stockton and Middlesbrough - -	- - -	140 13 6	- - -	1,000 0 0	12 18 6	- - -	1,335 4 9
88. Sunk Island - - -	- - -	- - -	- - -	- - -	3 9 10	- - -	194 15 9
89. Tadcaster Bridge to Hob Moor Lane End - - -	- - -	- - -	- - -	- - -	10 14 9	- - -	493 13 9
90. Tadcaster and Halton Dial - -	- - -	26 16 3	- - -	- - -	7 13 3	- - -	759 13 4
91. Tadcaster and Otley - - -	- - -	210 11 0	- - -	- - -	7 2 6	- - -	557 9 3
92. Thirsk - - -	0 17 1	118 1 1	- - -	- - -	12 6 10	- - -	1,057 9 11
93. Thirsk and Masham - - -	27 14 7	35 6 7	- - -	157 16 3	17 14 6	- - -	250 1 11
94. Thirsk and Yarm - - -	- - -	162 19 10	- - -	e 455 15 0	22 10 11	- - -	936 3 10
95. Tinsley and Doncaster (united) -	9 13 8	77 14 6	- - -	205 0 8	35 12 0	- - -	1,419 2 8
96. Todmorden - - -	- - -	378 1 2	461 16 3	f 495 0 0	11 15 11	- - -	3,965 11 9
97. Wadsley, Langsett, and Sheffield -	25 2 9	891 2 5	131 7 7	- - -	21 14 0	- - -	1,156 13 11
98. Wakefield and Aberford - - -	4 4 8	63 10 10	- - -	- - -	7 12 0	- - -	535 14 2
99. Wakefield and Austerlands - -	67 2 2	- - -	- - -	- - -	125 5 9	- - -	3,148 2 8
100. Wakefield and Denby Dale - -	- - -	126 0 7	- - -	g 700 0 0	2 3 6	- - -	901 12 3
101. Wakefield and Halifax - - -	13 15 10	- - -	641 6 10	- - -	23 16 1	- - -	1,150 12 1
102. Wakefield to Sheffield - - -	- - -	337 12 0	- - -	h 500 0 0	6 7 4	- - -	2,082 11 8
103. Wakefield and Weeland - - -	- - -	15 18 9	- - -	300 0 0	5 19 3	- - -	873 7 8
104. Wellington and Tong Lane End -	- - -	538 3 10	- - -	- - -	- - -	- - -	584 2 7
105. Wetherby and Knaresbrough - -	- - -	- - -	- - -	- - -	9 9 3	- - -	341 9 6
106. Winston Bridge - - -	- - -	61 10 0	- - -	- - -	5 0 10	- - -	265 18 9
107. Worksop to Attercliffe - - -	80 18 2	111 6 10	- - -	m 879 18 0	- - -	- - -	1,438 17 7
108. Wortley, Armley, and Bramley -	8 14 3	- - -	- - -	- - -	- - -	- - -	393 10 5
109. Wortley and Pudsey - - -	- - -	- - -	- - -	- - -	- - -	- - -	9 18 0
110. York and Boroughbridge - - -	- - -	- - -	- - -	- - -	1 18 0	- - -	340 10 9
111. York to Kexby Bridge and Grim- ston to Stone Dale - - -	- - -	- - -	- - -	- - -	23 0 4	- - -	1,152 19 11
112. York to Oswaldkirk Bank - - -	- - -	84 7 6	- - -	n 100 0 0	4 6 3	- - -	801 8 4
£	1,210 8 0	10,512 19 11	4,882 6 7	25,489 18 1	2,086 6 6	182 9 0	103,474 4 10

a Including 553*l.* at 5 per cent. b For debts of 300*l.* c Including 3,000*l.* not authorized by the Local Act.
h Including 7,845*l.* 10*s.* not bearing interest. i Due from Leeds and Whitehall Road. k For debts of 524*l.* 7*s.* 11*d.*

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1868.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1868.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
78. 2,839 0 0	5	-	1,782 13 6	-	4,571 13 6	-	-	-	-	94 9 8	94 9 8
79. 806 0 0	4	-	7 15 6	-	813 15 6	-	-	-	-	398 9 2	398 9 2
80. 2,528 0 0	4½	-	-	-	2,528 0 0	-	-	-	-	824 7 2	824 7 2
81. 2,640 0 0	3	-	-	-	2,640 0 0	-	-	-	-	70 10 5	70 10 5
82. -	-	-	-	-	-	-	-	-	-	953 19 6	953 19 6
83. 2,937 8 9	2½	-	72 3 7	-	3,009 12 4	45 16 8	-	-	-	1,087 11 0	1,133 7 8
84. 3,940 0 0	4	-	-	-	3,940 0 0	-	-	-	-	212 19 3	212 19 3
85. 2,060 0 0	4½	-	1,677 12 0	-	3,737 12 0	-	-	-	-	256 12 9	256 12 9
86. 2,095 0 0	4	-	2 16 0	-	2,097 16 0	-	-	-	-	192 5 8	192 5 8
87. 5,700 0 0	5	-	1,620 2 6	-	7,320 2 6	-	-	-	-	262 14 8	262 14 8
88. -	-	-	-	-	-	-	-	-	-	-	-
89. -	-	-	-	5 0 7	5 0 7	-	-	-	-	-	-
90. 2,600 3 0	4½	-	-	0 17 3	601 0 3	-	-	-	-	-	-
91. 2,800 0 0	5	-	-	26 0 9	2,826 0 9	-	-	-	-	-	-
92. 4,233 6 8	3	-	-	113 6 5	4,346 13 1	-	-	-	-	-	-
93. 1,019 18 9	3	-	-	-	1,019 18 9	-	-	-	188 16 0	64 14 4	203 10 4
94. 6,947 7 10	8	-	130 17 11	-	7,078 5 9	-	-	-	-	55 9 3	55 9 3
95. 1,381 2 4	5	-	-	-	1,381 2 4	-	-	-	-	371 13 6	371 13 6
96. 7,605 0 0	4½	-	-	-	7,605 0 0	-	-	-	421 17 0	0 2 0	421 19 0
97. 17,962 8 3	5	-	904 19 11	-	18,867 8 2	-	-	-	-	2,408 18 9	2,408 18 9
98. 2,115 0 0	3	-	-	-	2,115 0 0	-	-	-	-	314 10 0	314 10 0
99. -	-	-	-	454 13 6	454 13 6	-	-	-	-	-	-
100. 13,373 11 5	2	-	198 3 2	-	13,571 14 7	-	-	-	-	808 11 4	808 11 4
101. 50 0 0	5 & 4½	60 0 0	58 13 1	-	168 13 1	-	-	-	6,123 0 0	1,496 10 6	7,619 10 6
102. 16,822 1 10	5	75 7 0	422 10 6	-	7,319 19 4	172 13 4	-	-	-	399 5 7	571 18 11
103. 650 0 0	3	-	27 2 9	-	677 2 9	65 13 6	-	-	-	332 0 2	397 13 8
104. 10,232 0 0	5	-	275 16 2	-	10,507 16 2	-	-	-	-	761 19 0	761 19 0
105. -	-	-	-	-	-	-	-	-	-	419 8 2	419 8 2
106. 2,050 0 0	8	-	-	-	2,050 0 0	-	-	-	-	77 10 3	77 10 3
107. 7,601 15 0	3	75 13 8	1,120 2 5	-	8,797 11 1	-	-	-	-	175 11 4	175 11 4
108. 10,730 8 0	5	1,794 0 0	17,566 18 8	2,076 13 6	32,168 0 2	-	-	-	-	-	-
109. 3,415 0 0	5	-	5,110 7 9	-	8,525 7 9	-	-	-	-	123 12 9	123 12 9
110. -	-	-	-	-	-	-	-	-	-	209 0 11	209 0 11
111. -	-	-	-	-	-	-	-	-	-	633 9 7	633 9 7
112. 3,375 0 0	2½	-	-	-	3,375 0 0	-	-	-	-	100 18 0	100 18 0
389,293 7 4	-	9,025 4 3	72,441 14 3	4,153 3 2	474,913 9 0	1,302 19 6	558 16 4	55 19 5	6,698 19 8	35,989 6 6	44,606 1 5

d Including 100*l.* at 5 per cent. e For debts of 810*l.* f For debts of 500*l.* g For debts of 1,041*l.* 8*s.* 6*d.*
l Including 719*l.* 7*s.* 11*d.* at 4 per cent. n For debts of 1,350*l.* n For debts 160*l.*

WALES.

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands on 1st Jan. 1868.	3. Balance due to the Treasurers on 1st Jan. 1868.	INCOME.					
			4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.
COUNTY OF ANGLESEY.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. Beaumaris and Menai Bridge -	385 8 0	- - -	175 0 0	- - -	- - -	- - -	- - -	- - -
2. Shrewsbury and Holyhead -	3,683 12 3	- - -	3,343 1 7	- - -	- - -	- - -	50 10 0	- - -
£	4,068 15 3	- - -	3,518 1 7	- - -	- - -	- - -	50 10 0	- - -
COUNTY OF CARNARVON.								
1. Carnarvonshire - - - -	750 8 2	- - -	2,633 11 9	- - -	- - -	- - -	117 17 1	- - -
2. Penmachno - - - -	198 9 11	- - -	97 10 0	- - -	- - -	- - -	17 6 0	- - -
3. Porthdinllaen and Nanthwynant -	388 14 8	- - -	643 5 7	- - -	- - -	- - -	- - -	- - -
4. Ysppyty - - - -	6 18 0	- - -	9 7 6	- - -	- - -	- - -	0 1 1	- - -
£	1,344 5 9	- - -	3,383 14 10	- - -	- - -	- - -	135 4 2	- - -
COUNTY OF DENBIGH.								
1. Barnhill and Wrexham - -	116 1 5	- - -	400 0 0	- - -	- - -	- - -	- - -	- - -
2. Denbigh and Pentre Voelas -	52 7 9	- - -	94 5 0	- - -	- - -	- - -	8 6 0	- - -
3. Llanrwst - - - -	502 2 11	- - -	452 6 10	- - -	- - -	- - -	109 5 0	- - -
4. Llanrwst and Abergele - -	6 15 9	- - -	362 9 0	221 10 0	- - -	- - -	- - -	- - -
5. Ruthin to Mold - - - -	882 10 4	- - -	540 0 0	- - -	- - -	- - -	17 12 6	- - -
6. St. Asaph and Conway - -	170 3 6	- - -	547 5 10	- - -	- - -	- - -	28 14 6	- - -
7. Wrexham to Denbigh through Ruthin - - - -	158 10 4	- - -	1,050 13 10	- - -	- - -	- - -	31 6 1	- - -
8. Ditto, Cerrig-y-Druidion Branch -	- - -	- - -	156 6 2	- - -	- - -	- - -	- - -	- - -
9. Wrexham, Ruabon, and Llangollen	6 18 10	- - -	803 15 10	- - -	- - -	- - -	116 9 9	- - -
£	1,895 10 10	- - -	4,407 2 6	221 10 0	- - -	- - -	311 13 10	- - -
COUNTY OF FLINT.								
1. Chester and Northop - -	239 6 2	- - -	500 0 0	- - -	- - -	- - -	8 16 3	- - -
2. Denbigh and Rhyddlan - -	127 19 3	- - -	314 3 10	- - -	- - -	- - -	36 14 9	- - -
3. Flint, Holywell, and Mostyn -	5 15 2	- - -	3,400 0 0	633 15 1	- - -	- - -	18 19 10	- - -
4. Lower King's Ferry - -	953 0 7	- - -	1,410 0 0	503 4 6	- - -	- - -	9 10 0	- - -
5. Mold and Broughton and Branch -	88 0 8	- - -	520 0 0	- - -	- - -	- - -	- - -	- - -
6. Mold and Denbigh - - -	- - -	38 8 0	519 6 8	- - -	- - -	- - -	18 18 0	- - -
7. Overton District - - -	582 5 3	- - -	765 6 3	- - -	- - -	- - -	33 5 0	- - -
8. Pontblyddyn and Llandegla -	- - -	4 5 8	453 1 5	- - -	- - -	- - -	15 18 9	- - -
9. Whitechurch and Marchiel -	84 12 2	- - -	728 2 6	- - -	- - -	- - -	43 0 0	- - -
10. Wrexham and Mold - - -	- - -	4 1 8	675 0 0	- - -	- - -	- - -	- - -	- - -
£	2,080 19 3	46 14 11	9,285 1 1	1,136 19 7	- - -	- - -	185 2 7	- - -
COUNTY OF MERIONETH.								
1. Aberdovey District - - -	10 2 8	- - -	125 6 8	58 19 3	- - -	- - -	1 0 0	- - -
2. Bala District - - - -	142 12 11	- - -	647 6 7	- - -	- - -	0 2 0	- - -	- - -
3. Dolgelly, Mowddy, and Towyn -	619 4 11	- - -	1,261 11 6	- - -	- - -	- - -	9 6 7	- - -
4. Edeirnion - - - -	110 12 8	- - -	306 14 9	- - -	- - -	0 1 6	9 10 2	- - -
5. Festiniog, Maentwrog, and Har- lech - - - -	74 0 4	- - -	474 14 3	- - -	- - -	- - -	- - -	- - -
6. Portmadoc and Beaver Pool Bridge	- - -	- - -	60 15 3	- - -	- - -	- - -	- - -	4,845 0
£	956 13 6	- - -	2,876 9 0	58 19 3	- - -	0 3 6	19 16 9	4,845 0

WALES.

EXPENDITURE.									
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of		
							Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. 175 0 0	59 0 0	15 13 0	20 0 0	- - -	- - -	3 9 0	5 0 0	15 0 0	15 0 0
2. 3,393 11 7	2,373 8 3	- - -	- - -	- - -	52 10 0	- - -	- - -	180 0 0	242 16 0
3,568 11 7	2,432 8 3	15 13 0	20 0 0	- - -	52 10 0	3 9 0	5 0 0	195 0 0	257 16 0
1. 2,751 8 10	651 13 3	337 19 3	627 1 11	- - -	- - -	- - -	21 0 0	105 0 0	160 0 0
2. 114 16 0	78 6 10	8 12 0	- - -	- - -	- - -	5 1 10	- - -	10 10 0	6 5 0
3. 643 5 7	2,450 0 0	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	30 0 0
4. 9 8 7	5 14 11	- - -	- - -	- - -	- - -	0 2 0	- - -	8 3 0	3 0 0
3,518 19 0	1,185 15 0	346 11 3	627 1 11	- - -	- - -	5 3 10	21 0 0	128 18 0	199 5 0
1. 400 0 0	102 15 0	85 13 10	45 0 0	- - -	7 9 3	1 17 11	- - -	10 0 0	20 0 0
2. 102 11 0	68 12 0	- - -	- - -	- - -	- - -	0 12 7	- - -	10 0 0	- - -
3. 561 11 10	365 12 0	41 16 6	23 0 9	- - -	- - -	25 0 10	- - -	15 0 0	44 4 0
4. 583 19 0	179 6 9	32 2 8	20 2 8	- - -	- - -	3 12 6	5 0 0	20 0 0	25 0 0
5. 557 12 6	286 8 3	36 0 11	21 1 4	- - -	1 10 0	10 1 5	2 13 9	10 0 0	28 0 0
6. 576 0 4	143 8 6	51 7 11	51 1 1	- - -	- - -	6 6 11	- - -	15 0 0	28 18 6
7. 1,081 19 11	553 18 8	127 14 8	22 14 6	- - -	0 5 0	24 6 2	3 5 9	20 0 0	72 0 0
8. 156 6 2	110 8 11	20 17 7	5 9 8	- - -	- - -	9 11 6	- - -	- - -	- - -
9. 920 5 7	399 10 3	192 10 3	34 5 7	- - -	5 10 0	96 16 10	- - -	40 0 0	60 0 0
4,940 6 4	2,159 15 4	588 4 4	222 15 7	- - -	14 14 3	178 6 8	10 19 6	140 0 0	278 2 6
1. 508 16 3	115 15 3	123 15 8	- - -	- - -	- - -	17 14 2	- - -	20 0 0	20 0 0
2. 350 18 7	166 6 0	76 6 10	51 12 8	- - -	- - -	1 17 1	- - -	20 0 0	52 17 4
3. 4,052 14 11	684 6 6	1,156 6 7	- - -	- - -	14 3 6	128 11 3	26 1 5	70 0 0	126 6 0
4. 1,922 14 6	566 9 7	- - -	- - -	- - -	- - -	- - -	- - -	50 0 0	30 0 0
5. 520 0 0	223 9 1	153 16 4	- - -	- - -	2 2 4	13 4 8	- - -	25 0 0	30 0 0
6. 538 4 8	204 13 2	76 13 5	86 10 8	- - -	- - -	5 1 10	- - -	25 0 0	60 0 0
7. 798 11 8	323 15 7	258 7 11	0 17 10	- - -	6 1 6	29 1 0	15 0 0	10 0 0	8 0 0
8. 469 0 2	115 7 9	52 19 4	5 16 0	- - -	- - -	29 15 4	- - -	15 0 0	20 0 0
9. 771 2 6	346 7 6	140 14 7	56 8 0	- - -	16 15 0	28 9 6	10 0 0	15 10 7	31 10 0
0. 675 0 0	242 9 0	133 19 1	86 18 0	- - -	10 0 2	20 17 2	5 5 0	15 0 0	40 0 0
10,607 8 3	2,988 19 5	2,172 19 9	288 3 2	- - -	49 2 6	274 12 0	56 6 5	265 10 7	418 13 4
1. 185 5 11	51 7 0	- - -	5 15 2	- - -	- - -	0 2 0	8 0 0	12 0 0	14 6 11
2. 647 8 7	481 9 7	91 0 6	0 5 0	- - -	0 10 0	28 6 2	20 0 0	8 8 0	30 0 0
3. 1,270 18 1	494 3 4	109 8 8	34 0 2	- - -	- - -	30 11 7	- - -	30 0 0	80 0 0
4. 316 6 5	250 2 9	10 5 6	16 4 10	- - -	- - -	2 16 11	- - -	21 0 0	40 0 0
5. 474 14 3	343 14 4	22 11 6	- - -	- - -	- - -	- - -	10 0 0	10 0 0	10 0 0
6. 4,905 15 3	14 1 3	- - -	- - -	- - -	- - -	- - -	- - -	13 9 0	- - -
7,800 8 6	1,634 18 3	233 6 2	56 5 2	- - -	0 10 0	61 16 8	38 0 0	94 8 0	174 6 11

a Including materials, &c.

b Including contract work.

W A L E S.

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE.
COUNTY OF ANGLESEY.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. Beaumaris and Menai Bridge - - -	- - -	36 10 5	- - -	- - -	10 8 6	- - -	180 0 11
2. Shrewsbury and Holyhead - - -	0 10 0	- - -	- - -	- - -	253 12 1	- - -	3,102 16 4
£	0 10 0	36 10 5	- - -	- - -	264 0 7	- - -	3,282 17 3
COUNTY OF CARNARVON.							
1. Carnarvonshire - - -	- - -	177 6 8	60 0 0	756 0 0	202 18 9	- - -	3,098 19 10
2. Penmachno - - -	- - -	12 0 0	- - -	- - -	4 12 1	- - -	125 7 9
3. Porthdinllaen and Nanthwynant - -	- - -	19 9 11	- - -	a 70 0 0	13 11 2	- - -	593 1 1
4. Yspsyty - - -	- - -	- - -	- - -	- - -	1 12 6	- - -	13 12 3
£	- - -	208 16 7	60 0 0	826 0 0	222 14 6	- - -	3,831 1 1
COUNTY OF DENBIGH.							
1. Barnhill and Wrexham - - -	4 18 8	86 13 1	- - -	100 0 0	19 4 3	- - -	483 12 0
2. Denbigh and Pentre Voelas - - -	- - -	- - -	- - -	- - -	1 16 0	- - -	81 0 7
3. Llanrwst - - -	- - -	- - -	- - -	- - -	- - -	- - -	514 14 1
4. Llanrwst and Abergele - - -	- - -	284 0 0	- - -	- - -	16 6 2	- - -	585 10 9
5. Ruthin to Mold - - -	- - -	42 12 8	- - -	d 711 11 0	14 10 5	- - -	1,114 9 5
6. St. Asaph and Conway - - -	- - -	115 0 4	- - -	- - -	13 7 0	- - -	424 5 2
7. Wrexham to Denbigh through Ruthin - - -	- - -	99 18 6	- - -	e 131 0 0	9 1 0	- - -	1,064 4 2
8. Ditto, Cerrig-y-Druidion Branch - -	- - -	4 17 6	2 2 0	- - -	2 19 0	- - -	156 6 2
9. Wrexham, Ruabon, and Llangollen -	- - -	- - -	- - -	- - -	10 6 10	- - -	838 19 9
£	4 18 8	633 2 1	2 2 0	942 11 0	87 10 8	- - -	5,263 2 7
COUNTY OF FLINT.							
1. Chester and Northop - - -	16 14 5	143 7 0	29 5 8	100 0 0	4 1 2	- - -	590 13 4
2. Denbigh and Rhyddlan - - -	- - -	3 0 0	- - -	- - -	16 10 4	- - -	388 10 3
3. Flint, Holywell, and Mostyn - - -	26 0 8	325 13 11	73 7 8	g 1,430 14 4	80 15 0	- - -	4,142 6 10
4. Lower King's Ferry - - -	51 9 9	- - -	24 13 0	h 1,600 0 0	5 13 3	- - -	2,328 5 7
5. Mold and Broughton and Branch - -	- - -	64 12 0	- - -	i 88 0 0	14 4 3	- - -	614 8 8
6. Mold and Denbigh - - -	- - -	19 13 4	- - -	- - -	33 0 8	- - -	510 13 1
7. Overton District - - -	- - -	111 0 7	- - -	20 0 0	k 149 13 2	- - -	931 17 7
8. Pontblyddyn and Llandegla - - -	52 11 7	58 10 0	- - -	- - -	16 9 0	- - -	366 9 0
9. Whitchurch and Marchwiell - - -	- - -	115 17 6	- - -	- - -	1 9 0	- - -	763 1 8
10. Wrexham and Mold - - -	- - -	74 3 8	- - -	- - -	11 1 3	- - -	639 13 4
£	146 16 5	915 18 0	127 6 4	3,238 14 4	332 17 1	- - -	11,275 19 4
COUNTY OF MERIONETH.							
1. Aberdovey District - - -	- - -	66 4 8	- - -	- - -	15 14 8	- - -	173 10 5
2. Bala District - - -	- - -	57 18 6	- - -	- - -	13 6 4	- - -	731 4 1
3. Dolgelly, Mowddu, and Towyn - - -	- - -	140 0 7	- - -	- - -	59 9 11	- - -	977 14 3
4. Edeirnion - - -	- - -	8 15 10	0 10 9	- - -	14 10 8	- - -	364 7 3
5. Festiniog, Maentwrog, and Har- lech - - -	- - -	95 1 4	- - -	- - -	28 2 11	- - -	519 10 1
6. Portmadock and Beaver Pool Bridge -	- - -	- - -	4,845 0 0	- - -	- - -	- - -	4,872 1 3
£	- - -	368 0 11	4,845 10 9	- - -	131 4 6	- - -	7,638 7 4

(Continued from page 87.)

a For debts of 100l. b Including 440l. at 2½ per cent. c According to income, but not paid for many years.
g For debts of 1,516l. 10s. 10d. h For debts of 2,833l. 10s. 5d. i For debts of 100l.

W A L E S.

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1868.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1868.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. 700 0 0	5	200 0 0	- - -	- - -	900 0 0	- - -	- - -	- - -	- - -	380 2 1	380 2 1
2. 548 15 0	5	- - -	1,461 5 10	- - -	2,010 0 10	- - -	- - -	- - -	- - -	3,974 7 6	3,974 7 6
1,248 15 0	- -	200 0 0	1,461 5 10	- - -	2,910 0 10	- - -	- - -	- - -	- - -	4,354 9 7	4,354 9 7
3,695 0 0	4	- - -	- - -	- - -	3,695 0 0	- - -	- - -	- - -	- - -	402 17 2	402 17 2
2. 1,230 0 0	3	- - -	12 0 0	- - -	1,242 0 0	- - -	- - -	- - -	- - -	187 18 2	187 18 2
3. 1,755 1 9	2	- - -	188 19 6	- - -	1,944 1 3	- - -	- - -	- - -	- - -	438 19 2	438 19 2
4. 1,188 7 6	c -	- - -	- - -	- - -	1,188 7 6	- - -	- - -	- - -	- - -	2 9 2	2 9 2
7,868 9 3	- -	- - -	200 19 6	- - -	8,069 8 9	- - -	- - -	- - -	- - -	1,032 3 8	1,082 3 8
2,121 11 2	4	- - -	5 5 11	- - -	2,126 17 1	- - -	- - -	- - -	- - -	32 9 5	32 9 5
2. 1,500 0 0	1d.	- - -	- - -	- - -	1,500 0 0	- - -	- - -	- - -	- - -	73 18 2	73 18 2
3. 100 0 0	5	- - -	45 0 0	- - -	145 0 0	- - -	- - -	- - -	- - -	549 0 8	549 0 8
4. 10,000 0 0	4	862 18 6	726 0 0	- - -	11,588 18 6	- - -	- - -	- - -	- - -	5 4 0	5 4 0
5. 1,361 1 4	2½	- - -	23 0 0	- - -	1,384 1 4	- - -	- - -	- - -	- - -	325 13 1	325 13 1
6. 2,940 0 0	4	- - -	- - -	- - -	2,940 0 0	2 14 2	- - -	- - -	- - -	321 18 7	324 12 9
7. 2,896 13 7	5	- - -	15 6 0	- - -	2,911 19 7	- - -	- - -	- - -	- - -	176 6 0	176 6 0
8. 100 0 0	5	- - -	- - -	- - -	100 0 0	- - -	- - -	- - -	- - -	- - -	- - -
9. 2,024 8 1	4	- - -	199 14 7	- - -	2,224 2 8	- - -	- - -	- - -	- - -	88 4 8	88 4 8
23,043 14 2	- -	862 18 6	1,014 6 6	- - -	24,920 19 2	2 14 2	- - -	- - -	- - -	1,572 14 7	1,575 8 9
3,810 4 3	3	- - -	81 1 4	- - -	3,891 5 7	- - -	- - -	- - -	- - -	157 9 1	157 9 1
2. 60 0 0	5	- - -	- - -	- - -	60 0 0	- - -	- - -	- - -	- - -	90 7 7	90 7 7
3. 7,978 0 0	3	- - -	- - -	83 16 9	8,061 16 9	- - -	- - -	- - -	- - -	- - -	- - -
4. 23,071 19 2	1d.	- - -	- - -	- - -	23,071 19 2	- - -	- - -	- - -	- - -	547 9 6	547 9 6
5. 1,465 0 0	4	- - -	29 0 0	6 8 0	1,500 8 0	- - -	- - -	- - -	- - -	- - -	- - -
6. 500 0 0	4	- - -	- - -	10 16 5	510 16 5	0 13 4	- - -	- - -	- - -	- - -	0 18 4
7. 1,900 0 0	5	35 0 0	- - -	- - -	935 0 0	- - -	- - -	- - -	- - -	448 19 4	448 19 4
8. 1,950 0 0	3	- - -	- - -	- - -	1,950 0 0	- - -	- - -	- - -	- - -	98 5 6	98 5 6
9. 2,875 0 0	4	- - -	- - -	- - -	2,875 0 0	- - -	- - -	- - -	- - -	92 13 0	92 13 0
10. 1,894 0 0	4	- - -	73 17 1	- - -	1,967 17 1	- - -	- - -	- - -	- - -	31 5 5	31 5 5
44,504 3 5	- -	35 0 0	183 18 5	101 1 2	44,824 3 0	0 13 4	- - -	- - -	- - -	1,466 9 5	1,467 2 9
666 13 6	5	- - -	- - -	- - -	666 13 6	- - -	- - -	- - -	- - -	21 18 2	21 18 2
2. 1,755 0 0	3½	- - -	- - -	- - -	1,755 0 0	- - -	- - -	- - -	- - -	58 17 5	58 17 5
3. 5,534 10 6	3½	385 12 10	449 16 1	- - -	6,369 19 5	- - -	- - -	- - -	- - -	912 8 9	912 8 9
4. 1,887 0 0	3½	- - -	58 9 0	- - -	1,945 9 0	- - -	- - -	- - -	- - -	62 11 10	62 11 10
5. 3,381 0 0	3½	- - -	319 19 4	- - -	3,650 19 4	- - -	- - -	- - -	- - -	29 4 6	29 4 6
6. 4,845 0 0	4½	- - -	- - -	- - -	4,845 0 0	- - -	- - -	- - -	- - -	33 14 0	33 14 0
18,019 4 0	- -	385 12 10	828 4 5	- - -	19,233 1 3	- - -	- - -	- - -	- - -	1,118 14 8	1,118 14 8

d For debts of 950l. 1s. 7d. e For debts of 174l. f Reduced by omitting 100l. unclaimed for more than 20 years.
A Including 140l. 15s. 6d. loss by late treasurer. l Misstated in last Return. m A portion unclaimed, and misstated in last Return.

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands on 1st Jan. 1868.	3. Balance due to the Treasurers on 1st Jan. 1868.	INCOME.					
			4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.
COUNTY OF MONTGOMERY.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. Cilgwrion, Bettws, and Tregynon -	35 5 1	- - -	103 19 8	71 5 0	- - -	- - -	- - -	- - -
2. Montgomery, Second District -	828 13 5	- - -	1,186 9 0	132 3 0	- - -	- - -	58 0 6	- - -
Montgomeryshire, First District :								
3. Abermule by Glanmule, &c. -	- - -	47 19 3	146 13 0	43 0 0	- - -	- - -	1 11 0	- - -
4. Abermule to Llandyssil and Goitre Road -	12 18 1	- - -	17 14 4	5 0 0	- - -	- - -	- - -	- - -
5. Berriew to the Addfa -	- - -	107 13 6	162 0 0	36 10 0	- - -	- - -	1 0 0	- - -
6. Efelbach to Tregynon -	7 19 4	- - -	29 0 0	- - -	- - -	- - -	- - -	- - -
7. Llangerrig to Tynycoed -	- - -	- - -	- - -	- - -	- - -	- - -	a 6 14 4	- - -
8. Llanidloes to Steddfagerrig and Tylwch -	332 0 3	- - -	258 5 3	- - -	- - -	- - -	19 5 0	- - -
9. Llanidloes to Weeg, Caersws, &c. -	254 9 10	- - -	200 13 4	- - -	- - -	- - -	6 12 9	- - -
10. Montgomery to Garthmill -	- - -	61 11 0	220 0 0	- - -	- - -	- - -	- - -	- - -
11. Newtown and Caersws to Pont- dolgoch -	61 14 7	- - -	16 16 4	- - -	- - -	- - -	- - -	- - -
12. Newtown to Camnant Bridge -	379 9 8	- - -	232 1 8	5 0 0	- - -	0 3 0	1 5 0	- - -
13. Newtown and Kerry to the Blue Bell -	46 8 4	- - -	159 4 2	60 0 0	- - -	- - -	11 16 9	- - -
14. Newtown to Llanidloes -	377 5 8	- - -	246 15 5	- - -	- - -	0 10 6	34 0 0	- - -
15. Newtown to New Mills Bridge -	- - -	93 7 7	76 0 0	36 0 0	- - -	- - -	6 0 0	- - -
16. Newtown to Talurddig -	- - -	245 16 2	170 1 8	68 0 0	- - -	0 4 0	15 10 0	- - -
17. Rhiew Bridge to Newtown -	298 3 1	- - -	176 13 4	- - -	- - -	- - -	26 0 0	- - -
18. Montgomeryshire, Second District	473 16 2	- - -	2,043 18 7	212 15 3	- - -	- - -	121 10 0	- - -
19. Montgomeryshire, Third District -	136 18 6	- - -	1,325 8 8	- - -	- - -	- - -	155 18 6	- - -
20. Ditto, Blackwaters and Rednall Branch -	60 12 1	- - -	155 0 0	- - -	- - -	- - -	4 0 0	- - -
21. Montgomeryshire, Fourth District	249 11 3	- - -	562 16 8	260 2 4	- - -	- - -	20 0 0	- - -
£	3,555 5 4	556 7 6	7,489 11 1	929 15 7	- - -	0 17 6	489 3 10	- - -
SOUTH WALES.								
1. BRECONSHIRE, consolidated -	723 11 8	- - -	2,299 7 7	2,184 0 1	- - -	0 15 0	233 11 0	- - -
2. CARDIGANSHIRE, consolidated -	211 12 3	- - -	1,990 13 4	682 16 10	- - -	- - -	145 0 0	- - -
3. CARMARTHENSHIRE, consolidated -	198 0 8	- - -	6,118 7 0	3,150 5 9	- - -	4 4 7	300 6 6	- - -
4. GLAMORGANSHIRE, consolidated -	- - -	530 10 1	11,333 0 0	2,550 0 0	- - -	2 10 4	317 12 6	- - -
5. PEMBROKESHIRE, consolidated -	100 15 8	- - -	1,909 11 8	425 2 5	- - -	0 14 0	82 0 0	- - -
6. RADNORSHIRE, consolidated -	- - -	140 4 10	1,308 17 7	791 3 4	346 5 9	0 8 6	72 0 0	- - -
£	1,234 0 3	670 14 11	24,954 17 2	9,783 8 5	346 5 9	8 12 5	1,150 10 0	- - -

a From other roads.

EXPENDITURE.										
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of			
							Treasurer.	Clerk.	Surveyor.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. 175 4 8	38 14 8	14 16 1	32 13 5	- - -	- - -	0 11 4	1 3 10	0 15 0	4 3 4	
2. 1,376 12 6	441 10 2	227 2 10	340 9 9	- - -	- - -	6 14 0	- - -	38 12 0	50 0 0	
3. 191 4 0	46 3 3	8 1 1	19 13 0	- - -	0 10 0	0 18 3	1 7 6	1 6 3	4 7 6	
4. 22 14 4	7 13 4	1 5 0	5 0 6	- - -	- - -	- - -	0 3 10	0 3 6	0 12 5	
5. 199 10 0	67 16 9	19 14 4	44 7 3	- - -	2 1 6	4 2 2	1 12 0	1 0 6	4 15 4	
6. 29 0 0	16 16 8	0 15 0	8 5 2	- - -	- - -	8 16 4	0 8 0	0 4 6	1 5 0	
7. 6 14 4	5 7 6	0 6 0	1 0 10	- - -	- - -	- - -	- - -	- - -	- - -	
8. 277 10 3	98 15 4	12 11 2	26 19 10	- - -	0 10 0	0 8 6	2 19 2	2 14 0	11 19 8	
9. 207 6 1	71 8 1	39 17 6	30 14 2	- - -	- - -	1 7 0	2 6 0	1 11 0	7 5 10	
10. 220 0 0	52 10 4	17 4 9	48 14 1	- - -	- - -	2 14 8	2 10 6	1 19 6	8 5 10	
11. 16 16 4	4 13 7	- - -	- - -	- - -	- - -	0 8 4	0 3 8	0 3 6	0 12 0	
12. 238 9 8	64 15 10	125 14 4	123 2 2	- - -	- - -	2 5 5	2 18 2	2 13 6	9 12 8	
13. 231 0 11	71 6 7	25 11 7	30 9 3	- - -	0 10 0	1 8 11	1 17 9	1 6 6	9 1 6	
14. 281 5 11	74 13 6	12 13 10	44 2 9	- - -	- - -	4 5 9	2 16 0	2 14 0	12 15 0	
15. 118 0 0	24 9 1	7 1 6	14 7 3	- - -	- - -	- - -	0 17 4	0 17 3	4 5 5	
16. 253 15 8	48 16 1	2 18 6	16 15 5	- - -	- - -	5 6 2	1 16 0	1 9 0	7 19 6	
17. 202 13 4	78 4 10	23 7 7	44 19 8	- - -	0 10 0	8 19 9	2 0 3	2 2 0	7 15 10	
18. 2,378 3 10	455 11 6	216 16 0	842 13 11	- - -	- - -	21 12 4	- - -	42 0 0	100 0 0	
19. 1,481 7 2	425 9 4	172 3 8	295 9 6	- - -	9 4 0	18 4 11	- - -	19 10 0	75 0 0	
20. 159 0 0	55 14 11	13 7 10	33 7 9	- - -	1 10 0	6 5 11	- - -	10 0 0	15 0 0	
21. 842 19 0	6219 10 5	67 17 11	30 6 5	- - -	1 2 6	18 6 6	15 0 0	20 0 0	45 10 0	
8,909 8 0	2,370 1 9	1,009 6 6	1,533 12 1	- - -	15 18 0	112 16 3	40 0 0	151 2 0	380 6 10	
1. 4,717 13 8	764 16 2	8 0 0	1,365 4 9	- - -	12 0 0	82 14 11	5 9 6	80 0 0	204 15 10	
2. 2,818 10 2	734 2 4	- - -	1,159 0 0	- - -	- - -	46 14 2	12 10 0	100 0 0	200 0 0	
3. 9,573 8 10	1,905 0 5	- - -	3,810 13 10	3 10 0	- - -	61 5 6	- - -	181 10 0	396 0 0	
4. 14,203 2 10	3,014 8 5	- - -	5,179 2 6	- - -	- - -	124 11 8	36 18 6	247 5 6	520 0 0	
5. 2,417 8 1	420 12 1	- - -	829 1 11	- - -	- - -	37 2 3	9 3 0	70 0 0	125 0 0	
6. 2,513 15 2	457 2 6	- - -	438 15 3	- - -	25 8 1	17 19 9	- - -	70 0 0	173 4 0	
36,243 18 9	7,296 1 11	8 0 0	12,781 18 3	3 10 0	37 8 1	370 8 3	64 1 0	748 15 6	1,618 19 10	

b Including contract work.

(Continued on page 92.)

(Continued from page 91.)

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE.
COUNTY OF MONTGOMERY.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. Cilgwrnog, Bettws, and Tregynon -	18 10 6	- - -	- - -	- - -	4 9 1	- - -	115 17 3
2. Montgomery, Second District -	- - -	117 14 2	- - -	a 175 0 0	31 19 8	- - -	1,429 2 7
Montgomeryshire, First District :							
3. Abermule by Glanmule, &c. -	1 0 0	68 15 9	- - -	- - -	9 2 8	- - -	161 5 3
4. Abermule to Llandysil and Goitre Road -	0 10 0	- - -	- - -	- - -	0 6 0	- - -	15 14 7
5. Berriew to the Addfa -	1 10 0	75 16 10	- - -	- - -	1 19 2	- - -	224 15 10
6. Efelbach to Tregynon -	- - -	- - -	- - -	- - -	0 8 5	- - -	36 19 1
7. Llangerrig to Tynycoed -	- - -	- - -	- - -	- - -	- - -	- - -	6 14 4
8. Llanidloes to Steddfagerrig and Tylwch -	- - -	93 11 11	- - -	b 120 0 0	4 13 0	- - -	375 2 7
9. Llanidloes to Weeg, Caersws, &c. -	- - -	8 10 5	- - -	- - -	3 0 5	- - -	166 0 5
10. Montgomery to Garthmill -	1 15 10	- - -	- - -	- - -	5 4 4	- - -	140 19 10
11. Newtown and Caersws to Pont- dolgoch -	- - -	- - -	- - -	- - -	0 5 11	- - -	6 7 0
12. Newtown to Camnant Bridge -	10 19 9	- - -	- - -	- - -	4 14 10	- - -	346 16 8
13. Newtown and Kerry to the Blue Bell -	2 0 0	120 11 1	- - -	- - -	2 10 8	- - -	266 13 10
14. Newtown to Llanidloes -	- - -	79 7 9	- - -	- - -	4 13 11	- - -	238 2 6
15. Newtown to New Mills Bridge -	2 0 0	83 14 3	- - -	- - -	1 8 6	- - -	139 0 7
16. Newtown to Tahirddig -	2 0 0	169 4 0	- - -	- - -	2 12 10	- - -	258 17 6
17. Rhiew Bridge to Newtown -	- - -	35 1 0	- - -	- - -	8 11 8	- - -	206 12 7
18. Montgomeryshire, Second District -	- - -	835 17 11	11 10 7	d 176 0 0	22 15 0	- - -	2,224 17 3
19. Montgomeryshire, Third District -	- - -	468 10 11	- - -	e 40 0 0	46 8 5	- - -	1,570 0 9
20. Ditto, Blackwaters and Rednall Branch -	- - -	29 9 4	- - -	- - -	8 4 8	- - -	173 0 5
21. Montgomeryshire, Fourth District -	- - -	305 4 0	- - -	- - -	15 15 0	- - -	738 12 9
£	40 6 1	2,491 9 4	11 10 7	511 0 0	174 4 2	- - -	8,841 13 7
SOUTH WALES.							
1. BRECONSHIRE, consolidated -	- - -	551 15 0	- - -	1,731 7 6	50 5 11	- - -	4,856 9 7
2. CARDIGANSHIRE, consolidated -	- - -	148 19 7	- - -	533 17 3	45 13 3	- - -	2,980 16 7
3. CARMARTHENSHIRE, consolidated -	- - -	696 9 0	- - -	2,553 9 2	288 13 4	- - -	9,896 11 3
4. GLAMORGANSHIRE, consolidated -	- - -	802 9 2	10 0 0	2,858 18 2	597 15 6	- - -	13,391 9 5
5. PEMBROKESHIRE, consolidated -	- - -	178 6 1	- - -	638 2 7	105 10 10	- - -	2,412 18 9
6. RADNORSHIRE, consolidated -	- - -	171 11 7	- - -	619 11 9	66 17 3	346 5 9	2,386 15 11
£	- - -	2,549 10 5	10 0 0	8,935 6 5	1,154 16 1	346 5 9	35,925 1 6

a For debts of 250l. b For debts of 150l. c Unclaimed. d For debts of 220l. e For debts of 50l.

	DEBTS.						ARREARS OF INCOME.					
	27. Bonded or Mortgage Debts.	28. Rate of In- terest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers on 31st Dec. 1868.	32. TOTAL DEBTS.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Com- position for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands on 31st Dec. 1868.	38. TOTAL ASSETS.
	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1.	7,200 0 0	3	- - -	648 0 0	- - -	7,848 0 0	- - -	- - -	- - -	- - -	94 12 6	94 12 6
2.	3,684 0 0	3	- - -	110 3 7	- - -	3,794 3 7	- - -	- - -	- - -	- - -	776 3 4	776 3 4
3.	1,397 5 0	5	- - -	207 7 10	18 0 6	1,622 13 4	- - -	- - -	- - -	- - -	- - -	- - -
4.	554 1 0	5	- - -	386 5 1	- - -	940 6 1	- - -	- - -	- - -	- - -	19 17 10	19 17 10
5.	1,532 0 0	5	- - -	10 19 9	132 19 4	1,675 19 1	- - -	- - -	- - -	- - -	- - -	- - -
6.	- - -	- - -	- - -	- - -	- - -	- - -	6 6 8	- - -	- - -	- - -	0 0 3	6 6 11
7.	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
8.	1,620 0 0	5	- - -	- - -	- - -	1,620 0 0	- - -	- - -	- - -	- - -	234 7 11	234 7 11
9.	170 0 0	5	- - -	- - -	- - -	170 0 0	- - -	- - -	- - -	- - -	295 15 6	295 15 6
10.	c 100 0 0	5	- - -	- - -	- - -	100 0 0	0 6 8	- - -	- - -	- - -	17 9 2	17 15 10
11.	630 0 0	5	- - -	761 0 0	- - -	1,391 0 0	- - -	- - -	- - -	- - -	72 3 11	72 3 11
12.	5,676 0 0	5	- - -	10,819 10 0	- - -	16,495 10 0	- - -	- - -	- - -	- - -	271 2 8	271 2 8
13.	2,407 7 8	5	- - -	413 16 0	- - -	2,821 3 8	6 2 6	- - -	- - -	- - -	10 15 5	16 17 11
14.	1,583 0 0	5	- - -	- - -	- - -	1,583 0 0	- - -	- - -	- - -	- - -	420 9 1	420 9 1
15.	1,458 0 0	5	- - -	95 12 4	114 8 2	1,668 0 6	- - -	- - -	- - -	- - -	- - -	- - -
16.	3,502 0 0	5	- - -	537 15 0	250 18 0	4,290 13 0	- - -	- - -	- - -	- - -	- - -	- - -
17.	700 0 0	5	- - -	- - -	- - -	700 0 0	- - -	- - -	- - -	- - -	294 3 10	294 3 10
18.	21,237 5 6	4	- - -	1,325 16 9	- - -	22,563 2 3	10 11 6	- - -	108 0 0	- - -	627 2 9	745 14 3
19.	f 10,392 0 0	4	- - -	207 16 9	- - -	10,599 16 9	- - -	- - -	- - -	- - -	48 4 11	48 4 11
20.	676 16 0	5	- - -	30 14 9	- - -	707 10 9	- - -	- - -	- - -	- - -	46 11 8	46 11 8
21.	6,519 10 0	5	- - -	218 17 0	- - -	6,738 7 0	106 0 6	- - -	- - -	- - -	353 17 6	459 18 0
	71,039 5 2	- - -	- - -	15,773 14 10	516 6 0	87,329 6 0	129 7 10	- - -	108 0 0	- - -	3,582 18 3	3,820 6 1
1.	g 14,067 7 3	3½	- - -	- - -	- - -	14,067 7 3	- - -	- - -	- - -	- - -	584 15 9	584 15 9
2.	4,182 11 8	3½	- - -	- - -	- - -	4,182 11 8	- - -	- - -	- - -	- - -	49 5 10	49 5 10
3.	19,508 18 7	3½	- - -	- - -	125 6 9	19,634 5 4	- - -	- - -	- - -	- - -	- - -	- - -
4.	22,541 2 11	3½	- - -	- - -	- - -	22,541 2 11	- - -	- - -	- - -	- - -	281 3 4	281 3 4
5.	5,006 9 7	3½	- - -	- - -	- - -	5,006 9 7	- - -	- - -	- - -	- - -	105 5 0	105 5 0
6.	4,813 9 3	3½	- - -	- - -	13 5 7	4,826 14 10	- - -	- - -	- - -	- - -	- - -	- - -
	70,119 19 3	- - -	- - -	- - -	138 12 4	70,258 11 7	- - -	- - -	- - -	- - -	1,020 9 11	1,020 9 11

f Mis-stated in previous Returns.

g Including 1,200*l.*, for which an annuity of 91*l.* 4*s.* 10*d.* is payable until 1873.

LONDON:
Printed by **GEORGE E. EYRE** and **WILLIAM SPOTTISWOODE**,
Printers to the Queen's most Excellent Majesty.
For Her Majesty's Stationery Office.

TURNPIKE TRUSTS (ENGLAND AND NORTH WALES).

RETURN to an Address of the Honourable The House of Commons,
dated 8 March 1870 ;—for,

“RETURNS from each TURNPIKE TRUST in *England* and *North Wales*,
stating the Length of Road in Miles, Furlongs, and Yards :

“Of the Amount of BONDED DEBT on the 31st day of December 1869 ; dis-
tinguishing what Portions (if any) are Unclaimed, and for what Length of
Time :

“And, of the Amount of UNPAID INTEREST due upon such Unclaimed Debts.”

Home Office, Whitehall, }
8 August 1870.

E. H. KNATCHBULL-HUGESSEN.

(*Mr. Knatchbull-Hugessen.*)

Ordered, by The House of Commons, to be Printed,
10 August 1870.

RETURNS from each TURNPIKE TRUST in *England* and *North Wales*, stating the Length of Road in Miles, Furlongs and Yards; Of the amount of BONDED DEBT on the 31st day of December 1869, distinguishing what Portions (if any) are Unclaimed, and for what Length of Time; And, of the Amount of UNPAID INTEREST due upon such UNCLAIMED DEBTS.

COUNTY AND NAME OF TRUST.	Length of Road.	Bonded Debt, 31st December 1869.	Rate of Interest.	Amount of Bonded Debt Unclaimed.	Length of Time during which such Debt has been Unclaimed.	Unpaid Interest due upon such Unclaimed Debt.
ENGLAND:						
BEDFORD:	<i>Miles fur. yds.</i>	<i>£. s. d.</i>	<i>Per cent.</i>	<i>£. s. d.</i>		<i>£. s. d.</i>
Bedford and Kimbolton - - -	11 6 0	2,456 13 4	$\frac{1}{2}$	—	—	—
Bedford and Woburn - - -	14 1 132	830 - -	$\frac{1}{2}$	—	—	—
Great Staughton to Lavendon - -	19 4 203	1,888 - -	$\frac{1}{2}$	—	—	—
Hockliffe and Woburn - - -	13 0 170	800 - -	$\frac{1}{2}$	—	—	—
Luton District - - -	22 1 90	4,633 10 -	$\frac{1}{2}$	—	—	—
Puddlehill - - -	4 2 0	—	—	—	—	—
	85 0 155	10,608 3 4	—	—	—	—
BERKS:						
Besselsleigh to Hungerford - -	22 4 0	1,350 - -	$3\frac{1}{2}$	—	—	—
Fyfield - - -	4 6 165	800 - -	$\frac{1}{2}$	—	—	—
Fyfield, St. John's Bridge, and New- bridge.	15 5 209	4,080 - -	$\frac{1}{2}$	—	—	—
Harwell and Streatley - - -	8 5 165	2,500 - -	one penny	—	—	—
Hurley - - -	4 6 40	5,034 - -	$\frac{1}{2}$	—	—	—
Maidenhead - - -	9 2 132	850 - -	$\frac{1}{2}$	—	—	—
		600 - -	$\frac{1}{2}$	—	—	—
Shillingford, Wallingford, and Reading	17 4 176	506 13 4	$\frac{1}{2}$	—	—	—
Speenhamland, Districts of Reading and Marlborough.	19 7 125	1,700 - -	$3\frac{1}{2}$	—	—	—
Twyford and Theale - - -	17 7 54	500 - -	$\frac{1}{2}$	—	—	—
Wallingford, Wantage, and Faringdon -	26 2 71	2,910 - -	$\frac{1}{2}$	—	—	—
	147 5 37	20,890 13 4	—	—	—	—
BUCKS:						
Bicester and Aylesbury - - -	16 2 170	1,691 - -	$3\frac{1}{2}$	150 - -	100 l. - 49½ years 50 l. - 5½ years	85 13 4
Bromham and Olney - - -	12 1 125	2,230 - -	$\frac{1}{2}$	—		—
Buckingham to Hanwell, Upper Divi- sion.	9 7 155	150 - -	$\frac{1}{2}$	—	—	—
Buckingham and Newport Pagnell -	14 0 0	2,300 - -	$\frac{1}{2}$	—	—	—
		300 - -	$\frac{1}{2}$	—	—	—
Buckingham and Towcester - - -	8 2 0	1,340 - -	none	—	—	—
Colnbrook, Datchet, and Slough - -	16 2 0	—	—	—	—	—
Princes Risborough and Thame - -	20 5 24	100 - -	$\frac{1}{2}$	—	—	—
Wendover and Buckingham - - -	21 2 121	1,850 - -	$\frac{1}{2}$	—	—	—
	118 7 155	9,961 - -	—	150 - -	—	85 13 4
CAMBRIDGE:						
Arrington - - -	9 3 52	—	—	—	—	—
Cambridge and Ely ("The South Dis- trict").	30 4 28	—	—	—	—	—
Chatteris, Wisbech, Tyd Gote, and Downham.	36 5 132	2,950 - -	$\frac{1}{2}$	100 - - 100 - -	24 years 47 years	117 10 - 232 3 9
Hauxton and Dunsbridge - - -	18 7 203	—	—	—	—	—
Littleport to Welney ("The North-west District").	5 1 22	787 10 -	none	—	—	—
Paper Mills - - -	8 7 24	—	—	—	—	—
Red Cross - - -	16 5 0	880 - -	$\frac{1}{2}$	—	—	—
Royston to Wandesford Bridge, South District.	15 1 82	1,400 - -	$2\frac{1}{2}$	—	—	—
St. Neot's to Cambridge - - -	16 6 60	2,322 12 -	$\frac{1}{2}$	—	—	—
Stump Cross - - -	21 6 0	—	—	—	—	—
Wimpole and Pottou - - -	8 0 0	3,150 - -	none	3,150 - -	since 1853	—
Wisbech and Thorney - - -	13 7 110	3,800 - -	$3\frac{1}{2}$	—	—	—
	201 7 53	15,290 2 -	—	3,350 - -	—	349 13 9

COUNTY AND NAME OF TRUST.	Length of Road.	Bonded Debt, 31st December 1869.	Rate of Interest.	Amount of Bonded Debt Unclaimed.	Length of Time during which such Debt has been Unclaimed.	Unpaid Interest due upon such Unclaimed Debt.
CHESTER:	<i>Miles fur. yds.</i>	<i>£. s. d.</i>	<i>Per cent.</i>	<i>£. s. d.</i>		<i>£. s. d.</i>
Acton Bridge and Hartford Green -	18 1 22	478 7 8	3	—	—	—
Ashton and Frodsham - - -	6 3 164	4,320 - -	3	—	—	—
Chester and Frodsham - - -	10 5 85					
Chester and Tarvin - - -	12 0 76					
Chelford and Holmes Chapel - -	5 0 0	719 15 10	none	—	—	—
Chester, Farndon, and Worthenbury -	13 6 66	7,600 - -	4 and 4½	2,000 - -	since 1858	Interest relin- quished since 31st Decem- ber 1858.
Chester, Neston, and Woodside Ferry -	32 7 40	300 - -	5	—	—	
Chester and Whitechurch - - -	19 1 0	2,206 - -	4	—	—	
Chester and Wrexham - - -	18 6 100	3,350 - -	4	—	—	—
Congleton and Buxton - - -	14 0 37	4,225 10 -	none	—	—	—
Cranage, and Warrington, and Maccles- field, and Nether Tabley (united).	44 4 0	4,655 - -	4	—	—	—
Hinderton and Birkenhead - - -	19 5 36	2,040 - -	3½	—	—	—
Macclesfield and Buxton - - -	11 7 160	8,375 - -	1½	1,004 - -	18 years or upwards	255 - -
Macclesfield and Chapel-en-le-Frith -	7 3 206	3,409 16 -	1	—		
Macclesfield and Congleton - - -	8 0 0	600 - -	4½	—		
Macclesfield District of the Sandon -	12 7 100	245 - -	4	—	—	—
Manchester and Buxton - - -	39 3 44	5,647 11 6	3½	—	—	—
Manchester, Hyde, and Mottram - - -	8 2 203	11,955 9 7	2	—	—	—
Manchester and Wilmslow - - -	10 6 103	4,500 - -	4	—	—	—
Nantwich and Congleton, Middlewich to Nantwich.	10 0 0	425 - -	3	—	—	—
Nantwich and Wheelock, and Branch -	11 4 81	—	—	—	—	—
Natwich and Woore - - -	20 1 44	—	—	—	—	—
Sandbach and Congleton - - -	8 0 0	2,334 8 9	4 and 4½	—	—	—
Span Smithy, Booth Lane, and Winsford	12 4 0	28 - -	5	—	—	—
Span Smithy and Linley Lane - - -	7 6 0	400 - -	3	—	—	—
Stayley - - -	4 6 0	260 - -	5	200 - -	since 1845	249 - -
Stockport and Ashton - - -	17 0 151	2,174 - -	4	—		
Stockport and Marple - - -	8 2 200	1,558 13 3	2	—		
Stockport and Warrington, and Wash- way (united).	18 0 216	—	—	—	—	—
Tarporley and Whitechurch - - -	12 0 0	4,689 16 -	1	—	—	—
Thornset - - -	7 3 21	9,955 - -	2	—	—	—
Wilmslow and Lawton - - -	18 3 37	1,632 8 11	4	126 10 -	47 years	280 16 2
Woodside and Hoyle - - -	7 6 132	60 - -	5	—	—	—
	477 7 124	88,144 17 6	—	3,330 10 -	—	775 16 2
CORNWALL:						
Bodmin - - -	54 7 88	2,050 - -	3	—	—	—
		400 - -	4½			
		300 - -	none			
Bodmin and Roche District - - -	9 6 0	2,700 - -	2½	—	—	—
Callington - - -	36 1 0	200 - -	5	—	—	—
		700 - -	4½			
Camelford, Wadebridge, and St. Columb.	33 4 0	3,875 - -	5	—	—	—
Creed and St. Just - - -	18 6 0	637 10 -	2	—	—	—
Hayle Bridge Causeway - - -	5 5 73	11,830 - -	5	—	—	—
Hayle and Redruth - - -	9 4 140	904 10 -	5	—	—	—
Helston - - -	24 1 31	9,575 - -	3	—	—	—
Launceston - - -	47 5 38	8,800 - -	3½	—	—	—
Liskeard - - -	44 1 66	7,688 - -	4	—	—	—
Penzance and Just - - -	9 6 88	6,550 - -	5	—	—	—
St. Austell and Lostwithiel - - -	18 0 0	1,000 - -	3	—	—	—
Saltaah - - -	22 4 0	13,609 5 -	½	—	—	—
Trebarwith Sands Road - - -	2 3 17	770 13 7	2	—	—	—
Truro and Redruth - - -	68 4 0	2,400 - -	4	—	—	—
	405 3 101	73,989 18 7	—	—	—	—
CUMBERLAND:						
Alston - - -	102 7 159	25,123 2 11	none	200 - -	since 1853	—
Brampton and Longtown - - -	10 6 0	3,770 - -	3	—	—	—
Brougham Bridge - - -	1 4 100	4,300 - -	3½	100 - -	21 years	92 2 -
Carlisle and Brampton - - -	9 0 0	1,150 - -	4	—	—	—
Carlisle and Eamont Bridge, Northern Division.	8 6 156	1,000 - -	3½	100 - -	23 years	92 10 -
Carlisle and Eamont Bridge, Southern Division.	9 0 0	500 - -	3½	—	—	—
Carlisle and Temon - - -	15 2 0	—	—	—	—	—
Cockermouth and Carlisle - - -	28 5 112	2,850 - -	4½	—	—	—
Cockermouth and Maryport - - -	41 0 8	5,200 - -	4½	—	—	—
		1,100 - -	5	—	—	—
Cockermouth and Workington - - -	8 2 180	3,270 - -	3	—	—	—
Kingstown and Westhinton Bridge -	3 1 0	—	—	—	—	—
Longtown - - -	25 7 0	—	—	—	—	—
Penrith and Cockermouth - - -	70 5 22	9,089 5 -	3	—	—	—
Whitehaven - - -	27 6 193	200 - -	4½	—	—	—
	362 7 50	57,552 7 11	—	400 - -	—	184 12 -

COUNTY AND NAME OF TRUST.	Length of Road.	Bonded Debt, 31st December 1869.	Rate of Interest.	Amount of Bonded Debt Unclaimed.	Length of Time during which such Debt has been Unclaimed.	Unpaid Interest due upon such Unclaimed Debt.
DERBY :	Miles fur. yds.	£. s. d.	Per cent.	£. s. d.		£. s. d.
Alfreton and Derby - - - -	12 5 87	2,930 - -	4	—	—	—
Alfreton, Higham, and Tibahelf - - -	6 4 0	2,650 - -	3	—	—	—
Alfreton and Mansfield - - - -	15 0 0	850 - -	4	—	—	—
Ashborne to Belper Bridge - - -	10 7 105	3,767 15 6 1,409 11 8	2 2½	—	—	—
Ashborne, Sudbury, and Yoxall Bridge	20 0 0	2,732 3 -	2	—	—	—
Ashford and Buxton, and Tideswell, Blackwell, and Edensor (United).	18 3 176	9,500 - -	3	—	—	—
Birkin Lane - - - -	4 0 0	1,555 - -	none	—	—	—
Cavendish Bridge and Hulland Ward	19 4 0	500 - -	4	—	—	—
Chapel-en-le-Frith - - - -	21 0 0	1,430 - -	5	100 - -	40 l. since 1856 60 l. since 1863	35 14 8
Chesterfield and Hernstone Lane Head	45 0 0	3,786 14 -	3½	—	—	—
Chesterfield to Matlock, Darley, and Rowaley Bridges.	18 0 0	1,327 - -	4	—	—	—
Chesterfield, Newbold, and Dunstone -	8 0 59	8,785 10 3	1½	39 15 - 19 17 6	29 years 20 years	22 10 10 5 7 11
Chesterfield to Worksop - - - -	15 0 0	1,050 - -	4	—	—	—
Cromford and Belper - - - -	9 0 0	6,039 8 6	2	—	—	—
Cromford and Newhaven - - - -	17 0 0	5,004 15 4	2½	200 - -	5 years	16 4 4
Derby, Ashborne, and Hurdloe - - -	26 6 66	2,806 - -	3	—	—	—
Derby and Burton-upon-Trent - - -	10 4 0	100 - -	4½	—	—	—
Derby, Duffield, Wirksworth, and Sheffield.	32 0 0	600 - -	4	—	—	—
Derby, Duffield, Wirksworth, and Sheffield.	32 0 0	651 15 4	3½	—	—	—
Derby, Mansfield, and Nutthall - - -	24 3 22	4,900 - -	3	—	—	—
Derby to Uttoxeter - - - -	18 4 0	7,560 - -	4	—	—	—
Duffield to Heage - - - -	5 4 36	5,968 16 7	3½	—	—	—
Glossop and Marple Bridge - - - -	12 4 0	3,230 - -	3½	25 - -	since 1850	19 16 1
Greenhill Moor and Eckington - - -	6 0 0	—	—	—	—	—
Haddon and Bentley - - - -	13 8 0	5,150 - -	1	—	—	—
Ideridgehay and Duffield - - - -	4 4 0	1,149 10 -	2	—	—	—
Mansfield and Chesterfield - - - -	11 4 186	2,300 - -	4	—	—	—
Nottingham Road (from Derby to Risley)	7 0 0	350 - -	4	—	—	—
Nottingham and Newhaven, Third District	15 12 0	4,850 - -	4	—	—	—
Oakerthorpe and Ashborne - - - -	17 0 0	750 - -	3½	—	—	—
Owler Bar - - - -	26 4 0	2,280 3 4	4	—	—	—
Sheffield and Chapel-en-le-Frith - - -	42 0 0	17,596 3 4	3	60 - - 100 - - 60 - -	25 years 17 years 14 years	65 18 - 69 16 8 32 18 -
Sheffield and Gander Lane - - - -	14 0 0	858 - -	4	—	—	—
Sheffield and Glossop - - - -	24 0 0	3,395 13 8	2	—	—	—
Temple, Normanton, and Tibahelf - - -	4 4 0	2,870 - -	2	—	—	—
Tupton and Ashover - - - -	7 0 0	950 - -	none	—	—	—
Wirksworth and Hulland Ward - - -	5 4 0	1,550 - -	1½	—	—	—
	470 3 77	123,164 - 6	—	604 12 6	—	268 6 6
DEVON :						
Ashburton - - - -	25 3 1	7,450 - - 600 - - 6,790 - -	5 4½ 4	—	—	—
Axminster - - - -	28 4 0	1,800 - -	4	—	—	—
Barnstaple - - - -	104 0 0	23,280 - -	3	100 - -	13 years	48 - -
Bideford - - - -	49 4 0	600 - - 300 - - 7,305 - -	4½ 4 3½	—	—	—
Braunton - - - -	4 6 0	6,517 - -	5	—	—	—
Braunton and Ilfracombe - - - -	10 4 0	4,157 - -	5	300 - -	10 years	150 - -
Combmartin - - - -	17 6 0	7,247 10 -	5	—	—	—
Combmartin and Ilfracombe - - - -	4 5 20	6,425 - -	4	—	—	—
Countess Wear Bridge - - - -	2 2 0	775 - -	none	—	—	—
Cullompton - - - -	5 6 5	6,975 - -	5	—	—	—
Exeter - - - -	141 0 25	25,850 - - 1,900 - -	4 3½	—	—	—
Exmouth Road - - - -	2 2 0	50 - - 200 - -	4½ 4	—	—	—
Great Torrington - - - -	70 7 31	7,866 10 -	3	—	—	—
Honiton - - - -	51 4 0	5,050 - -	3½	250 - -	since 1855	110 14 8
Honiton and Ilminster - - - -	21 4 0	11,367 - -	5	1,836 1 -	more than 20 years	2,908 16 -
Honiton and Sidmouth - - - -	7 3 10	2,100 - -	2½	—	—	—
Kingsbridge and Dartmouth - - -	63 3 17	1,300 - - 1,978 17 6 10,560 - -	3 2½ 1½	—	—	—
Modbury - - - -	16 1 26	1,650 - - 24,618 - -	4 3	—	—	—
Moretonhampstead - - - -	15 4 0	2,659 - -	one penny	—	—	—
Newton Bushel - - - -	25 4 7	1,750 8 8	4	—	—	—
Plymouth, Eastern - - - -	15 4 0	1,000 - - 100 - -	4½ 4	—	—	—
Plymouth and Exeter Road - - -	5 2 15	2,300 - -	4	—	—	—
Plymouth and Tavistock - - - -	15 6 0	2,550 - - 770 - -	4 4½	—	—	—

RETURN RELATING TO TURNPIKE TRUSTS.

5

COUNTY AND NAME OF TRUST.	Length of Road.	Bonded Debt, 31st December 1869.	Rate of Interest.	Amount of Bonded Debt Unclaimed.	Length of Time during which such Debt has been Unclaimed.	Unpaid Interest due upon such Unclaimed Debt.
DEVON—continued.	<i>Miles fur. yds.</i>	<i>£. s. d.</i>	<i>Per cent.</i>	<i>£. s. d.</i>		<i>£. s. d.</i>
Sidmouth and Culmpton - - -	16 0 0	{ 5,525 - - 1,250 - - }	{ 5 4½ }	5,525 - -	about 25 years	6,822 10 -
South Molton - - - - -	76 4 0	25,318 10 9	4 and 5	50 - -	32 years	64 - -
Teignmouth and Dawlish - - -	25 4 24	{ 24,125 - - 700 - - }	{ 5 4 }	—	—	—
Tiverton - - - - -	86 1 35	{ 28,200 - - 4,650 - - }	{ 2½ 1½ }	—	—	—
Torquay - - - - -	44 3 26	{ 12,700 - - 2,950 - - }	{ 4½ 4 }	—	—	—
Totnes Bridge - - - - -	- - -	7,900 - -	4	—	—	—
Totnes and Bridgetown Pomeroy -	43 6 0	23,500 - -	4	—	—	—
	996 7 122	322,659 16 11	—	8,061 1 -	—	10,104 - 8
DORSET:						
Backwater Bridge and Road - -	0 7 187	5,755 - -	5	—	—	—
Blandford and Poole - - - -	11 3 116	{ 950 - - 350 - - }	{ 4½ 5 }	—	—	—
Blandford and Wimborne - - -	10 0 0	1,800 - -	2½	—	—	—
Bridport, First District - - -	14 4 32	10,145 - -	3	—	—	—
Bridport, Second District - - -	14 6 60	10,974 19 7	2	—	—	—
Bridport and Broadwinsor - - -	9 3 71	2,296 - -	3	—	—	—
Cerne Abbas - - - - -	13 3 38	4,264 3 4	1½	—	—	—
Dorchester and Wool - - - - -	11 2 8	1,050 - -	4	—	—	—
Harnham, Blandford and Dorchester -	46 2 75	6,970 - -	2	—	—	—
Lyme Regis - - - - -	31 0 0	{ 3,450 - - 2,100 - - }	{ 3½ 3½ }	—	—	—
Lyme Regis, Crewkerne Branch - -	8 7 84	700 - -	3	—	—	—
Malden Newton - - - - -	46 6 28	450 - -	5	—	—	—
Poole - - - - -	33 0 38	8,900 - -	3	—	—	—
Sherborne - - - - -	51 3 184	2,000 - -	4	—	—	—
Vale of Blackmoor - - { Old Trust	21 5 11	3,350 - -	4	—	—	—
{ New Trust	11 2 110	400 - -	4	—	—	—
Wareham (Three Branches) - - -	36 6 200	2,600 - -	4	—	—	—
Weymouth, Melcombe Regis and Dorchester.	34 0 0	1,800 - -	5	—	—	—
Wimborne and Piddletown - - -	26 0 0	23,865 - -	5	—	—	—
	433 0 152	94,170 2 11	—	—	—	—
DURHAM:						
Bishopwearmouth and Norton - -	24 4 -	2,414 - -	5	—	—	—
Boroughbridge and Durham (part) -	21 3 167	430 - -	5	—	—	—
Bowes and Sunderland Bridge - -	24 7 68	100 - -	5	—	—	—
Catterick Bridge to Durham - - -	37 3 10	6,870 - -	3	—	—	—
Darlington, or Angel Inn and Barton Lane End. }	5 6 194	{ 4,498 14 - 6,052 10 - 224 - - }	{ 3 one penny none }	—	—	—
Darlington and Cockerton Bridge (united).	19 7 70	250 - -	5	—	—	—
Derwent and Shotley Bridge - - -	9 4 0	7,521 - -	2½	—	—	—
Durham and Tyne Bridge - - - -	18 0 150	1,700 - -	5	—	—	—
Edmondbyers - - - - -	9 4 193	295 - -	none	—	—	—
Eggleston Roads - - - - -	12 0 0	600 - -	5	—	—	—
Gateshead and Hexham - - - -	26 5 180	—	—	—	—	—
Lobley Hill - - - - -	60 6 54	8,555 - -	5	a small proportion	30 years	not known
Stockton and Barnard Castle - -	25 4 83	1,005 - -	3	100 - -	13 years	53 - -
Wearmouth Bridge to Tyne Bridge and Branch.	16 0 109	259 - -	5	—	—	—
	312 3 18	40,774 4 -	—	100 - -	—	53 - -
ESSEX:						
Hockerill - - - - -	28 4 22	150 - -	5	150 0 0	about 100 years	391 5 -
GLOUCESTER:						
Berkeley, Dursley, Wotton-under-Edge, Frocester and Cainscross.	84 0 143	1,400 - -	4	—	—	—
Campden and Clifford - - - -	11 0 0	600 - -	5	—	—	—
Cheltenham - - - - -	6 1 217	3,054 9 2	3½	—	—	—
Cheltenham and Gloucester - - -	11 2 146	10,838 8 6	1	251 5 -	from 1860	32 7 8
Cheltenham and Painswick - - -	6 7 66	1,672 17 10	2½	—	—	—
Cheltenham and Tewkesbury - - -	11 6 92	—	—	—	—	—
Chipping Campden - - - - -	15 0 0	—	—	—	—	—
Cirencester - - - - -	63 1 66	10,237 - -	4	—	—	—
Cleeve and Evesham - - - - -	3 0 0	4,236 2 6	1	204 1 8	from November 1863	13 1 8

COUNTY AND NAME OF TRUST.	Length of Road.	Bonded Debt, 31st December 1869.	Rate of Interest.	Amount of Bonded Debt Unclaimed.	Length of Time during which such Debt has been Unclaimed.	Unpaid Interest due upon such Unclaimed Debt.
GLOUCESTER—continued.	<i>Miles fcr. yds.</i>	<i>£. s. d.</i>	<i>Per cent.</i>	<i>£. s. d.</i>		<i>£. s. d.</i>
Coldharbour District - - - -	23 3 154	784 - -	3	—	—	—
Evesham and Cheltenham - - -	13 0 5	2,150 - -	4	400 - -	200 l. - 7 years 200 l. - 4½ years	56 - - 36 - -
Forest of Dean - - - -	72 7 132	5,845 - - 5,500 - - 10,645 - -	5 4 none	—	—	—
Haw Bridge and Roads - - - -	3 0 0	3,275 - - 20,982 10 -	3 none	—	—	—
Huntley Roads - - - -	15 6 154	2,485 - -	3	—	—	—
Kingswood - - - -	6 0 0	2,019 - -	2	—	—	—
Lightpill and Birdlip - - - -	8 3 209	1,690 - 10	2	—	—	—
Malsmore - - - -	8 7 187	—	—	—	—	—
Minchinhampton, Tetbury, and Bisley	15 5 70	1,933 - -	2	27 - -	25 years	—
Nailsworth, Woodchester, and Dud- bridge.	15 1 112	3,802 - -	4	—	—	—
Nailsworth, Nailsworth and Avening Branch.	2 7 49	1,167 18 4	1	—	—	—
Newent - - - -	20 0 0	4,555 - -	1	—	—	—
Northgate - - - -	8 2 132	—	—	—	—	—
Over - - - -	14 2 142	—	—	—	—	—
Pucklechurch - - - -	10 4 137	160 - -	none	—	—	—
Sodbury Division, and Bath and Ciren- cester (united).	90 1 22	1,800 - -	4	—	—	—
Southgate - - - -	8 5 60	1,150 - -	4½	—	—	—
Stow and Moreton (united) - - -	87 7 76	—	—	—	—	—
Stroud and Bisley - - - -	3 5 60	700 - -	none	—	—	—
Stroud, Cainscross, and Minchinham- pton, Lower Division.	0 6 211	1,436 9 1	1	—	—	—
Stroud, Cainscross, and Minchinham- pton, Upper Division.	2 2 14	628 - -	none	—	—	—
Stroud and Chalford - - - -	8 3 84	2,277 10 -	1	—	—	—
Stroud and Gloucester - - - -	8 6 81	4,528 16 6	1½	178 - -	78 l. since 1837 100 l. since 1851	since 1851, 47 15 6
Stroud, Painswick, and Gloucester -	11 5 78	3,673 5 11	3	—	—	—
Tewkesbury - - - -	46 1 15	—	—	—	—	—
Tewkesbury, Severn Bridge and Roads	10 1 127	16,150 - -	3	—	—	—
Winchcomb - - - -	20 4 135	2,675 - -	2	100 - -	11 years	8 19 -
	750 4 96	134,041 3 8	—	1,160 6 8	—	194 3 10
HANTS:						
Aldermaston and Basingstoke - - -	9 2 59	1,200 - -	2	—	—	—
Andover and Basingstoke - - - -	37 2 110	100 - -	4	—	—	—
Andover and East Itley - - - -	20 2 0	2,650 - -	3	—	—	—
Andover Station - - - -	9 7 0	5,550 - -	4	—	—	—
Andover and Winchester, Andover Dis- trict.	10 5 0	534 12 -	4½	—	—	—
Basingstoke, Odiham, and Alton, and Odiham and Farnham (united).	53 0 0	658 - - 100 - -	3 5	—	—	—
Bishop's Waltham and Fisher's Pond -	4 4 0	950 - - 1,990 - -	2 1	500 - -	since 1865	17 15 -
Botley - - - -	9 0 0	1,150 - -	1½	—	—	—
Christchurch and Lyndhurst - - -	6 7 26	2,250 - -	5	—	—	—
Cranborne Chase and New Forest -	30 0 0	2,750 - -	1 s.	—	—	—
Farnham and Petersfield - - - -	15 0 55	5,050 - -	one penn	—	—	—
Gosport, Bishop's Waltham, Wickham, and Chawton.	33 7 70	7,050 - -	3½	—	—	—
Isle of Wight Highways - - - -	400 0 0	—	—	—	—	—
London and Southampton - - - -	7 4 165	5,160 - -	1	455 - -	since 1852	81 18 -
Popham Lane to Winchester - - -	11 2 50	1,296 - -	4	100 - -	since 1860	36 - -
Portsmouth and Sheet Bridge - - -	18 3 215	—	—	—	—	—
Romsey and Ringwood - - - -	16 1 144	900 - -	3	—	—	—
Romsey, Stockbridge, and Wallop -	28 1 0	1,350 - -	3½	—	—	—
Romsey and Winchester - - - -	19 6 59	700 - -	4	—	—	—
Southampton, North District, and Winchester and Waltham (united).	13 6 126	550 - -	one penny	—	—	—
Southampton, South District - - -	7 3 169	—	—	—	—	—
Stockbridge and Basingstoke - - -	28 0 0	1,500 - -	2	—	—	—
Stockbridge and Winchester - - -	8 4 0	75 - -	4	—	—	—
Titchfield and Cosham - - - -	7 2 156	8,200 - -	2½	800 - -	varying from 20 to 44 years	136 16 10
Whitechurch and Aldermaston - - -	14 7 133	1,056 - -	4	200 - -	9½ years	74 - -
Whiteparish, Romsey, and Southamp- ton.	28 0 0	1,550 - -	4	—	—	—
Winchester Road - - - -	13 7 24	5,200 - -	2	1,350 - -	7 years	189 - -
Winchester, Upper District - - -	18 0 30	—	—	—	—	—
Winchester and Alton, Lower District -	19 5 168	300 - -	4½	—	—	—
Winchester to Newtown River - - -	22 2 16	1,975 - -	3	—	—	—
Winchester and Petersfield - - - -	18 0 0	950 - -	2½	—	—	—
	941 1 15	62,743 12 -	—	3,405 - -	—	535 9 10

RETURN RELATING TO TURNPIKE TRUSTS.

7

COUNTY AND NAME OF TRUST.	Length of Road.	Bonded Debt, 31st December 1869.	Rate of Interest.	Amount of Bonded Debt Unclaimed.	Length of Time during which such Debt has been Unclaimed.	Unpaid Interest due upon such Unclaimed Debt.
HEREFORD:	<i>Miles fur. yds.</i>	<i>£. s. d.</i>	<i>Per cent.</i>	<i>£. s. d.</i>		<i>£. s. d.</i>
Bromyard - - - - -	55 2 0	3,700 - -	4½	—	—	—
Kington - - - - -	51 1 0	2,552 - -	5	—	—	—
Ledbury - - - - -	62 6 0	1,640 - -	4	—	—	—
Leominster and Ledbury - - -	13 4 62	1,498 4 2	none	—	—	—
Presteigne - - - - -	26 1 72	1,350 - -	4	—	—	—
Ross - - - - -	37 2 0	2,100 - -	4	—	—	—
Whitchurch and Llangarron - -	7 0 0	1,000 - -	3½	—	—	—
Whitney and Bredwardine - -	7 4 0	1,302 18 5	3½	—	—	—
Wyeseide - - - - -	7 2 7	2,946 - -	4	—	—	—
	287 6 141	18,089 2 7	—	—	—	—
HERTFORD:						
Baldock and Bournbridge - - -	20 0 198	2,600 - -	2½	800 - -	varying from 4 to 40 years	60 - -
Cheshunt - - - - -	17 0 0	—	—	—	—	—
Dunstable - - - - -	10 4 0	3,448 7 -	one penny	—	—	—
Reading and Hatfield - - - -	53 3 202	2,400 - -	4½	—	—	—
St. Albans and Barnet - - - -	11 0 0	900 - -	none	—	—	—
Sparrow's Herne - - - - -	27 1 105	700 - -	4½	—	—	—
Wadesmill - - - - -	28 4 0	—	—	—	—	—
Watton - - - - -	14 0 0	500 - -	4	—	—	—
Welwyn - - - - -	22 3 49	1,636 5 -	4	—	—	—
	204 1 154	12,184 12 -	—	800 - -	—	60 - -
HUNTINGDON:						
Bury and Stratton - - - - -	28 1 194	4,650 - -	3½	—	—	—
Godmanchester to Cambridge - -	14 4 27	260 - -	4	—	—	—
Godmanchester and Hartford - -	21 6 170	1,300 - -	3½	—	—	—
Kimbolton - - - - -	20 3 20	2,884 19 5	3	—	—	—
Somersham - - - - -	15 2 20	820 - -	4	—	—	—
	100 1 211	9,914 19 5	—	—	—	—
KENT:						
Ashford and Ham Street - - - -	8 2 0	1,500 - -	4	—	—	—
Benenden - - - - -	8 0 66	460 - -	4	—	—	—
Bethersden - - - - -	18 4 0	2,228 13 11	3	—	—	—
Biddenden - - - - -	14 4 82	1,802 10 -	3	—	—	—
Brandbridges - - - - -	15 2 44	5,421 9 6	3½	421 12 -	From 20 to 30 years	147 10 -
Canterbury and Barham - - - -	7 4 16	2,300 - -	4½	—	—	—
Canterbury and Ramsgate, Second District.	7 6 246	1,800 - -	2	—	—	—
Canterbury and Sandwich - - - -	11 4 98	1,300 - -	4	—	—	—
Dartford and Strood - - - - -	13 2 28	30 - -	5	—	—	—
Dover to Barham Downs - - - -	7 0 132	60 - -	4½	—	—	—
Dover and Sandgate - - - - -	8 2 396	—	—	—	—	—
Dover to Sandwich, through Deal -	*13 3 110	1,989 16 -	3	—	—	—
Dover to Sandwich, through Waldershare	9 1 27	*949 13 4	*5	(†)	(†)	(†)
Faversham, Hythe, and Canterbury -	36 4 0	1,150 - -	3	—	—	—
Folkestone and Barham - - - -	36 4 0	550 - -	4	—	—	—
Gosdun - - - - -	8 2 151	3,470 4 2	1½	—	—	—
Goudhurst - - - - -	8 0 0	1,950 - -	3	—	—	—
Goudhurst, Gora, and Stilebridge -	7 0 0	500 - -	3	—	—	—
Gravesend and Wrotham - - - -	11 0 26	4,200 - -	2	700 - -	23 years	351 - -
Hawkhurst Junction - - - - -	7 4 0	16,250 - -	5	—	—	—
Herne Bay - - - - -	6 0 0	1,350 - -	3	—	—	—
Kipping's Cross and Flimwell - -	12 0 0	4,675 10 -	2	—	—	—
Maidstone and Biddenden - - -	13 1 43	8,349 10 -	4	555 - -	12 years	268 19 9
Malling and Strood - - - - -	8 1 71	2,120 - -	2	444 - -	4 years	50 14 11
Sandwich, Margate, and Ramsgate -	10 2 60	1,400 - -	4	—	—	—
Stockershead to Bagham's Cross -	7 5 93	975 - -	one penny	—	—	—
Tenterden - - - - -	23 4 55	4,925 - -	3	—	—	—
Tonbridge - - - - -	16 0 0	—	—	—	—	—
Tonbridge and Igham - - - - -	6 2 35	4,863 10 -	none	—	—	—
Wadhurst and West Farleigh - -	12 7 72	1,650 - -	2½	—	—	—
Whitstable - - - - -	6 2 110	—	—	—	—	—
Woodchurch - - - - -	11 4 170	1,989 14 11	2	—	—	—
	355 1 153	80,209 11 10	—	2,120 12 -	—	808 4 8
LANCASTER:						
Adlington and Westhoughton - -	8 0 0	1,150 - -	2	50 - -	8 years	8 - -
Barton Bridge and Mossa Gate - -	13 1 110	500 - -	4½	—	—	—
Barton Bridge and Moseford - -	4 3 2	1,320 - -	5	—	—	—
Blackburn to Addingham and Cocking End.	36 2 13	3,034 15 5	4	220 - -	23 years	252 7 2
Blackburn and Preston - - - -	10 2 27	15,550 1 6	2	—	—	—
Blackburn to Walton Cop - - -	8 4 94	7,408 10 -	3	—	—	—
Bolton and Blackburn - - - - -	10 0 49	11,608 11 8	3½	—	—	—
Bolton and Nightingales - - - -	17 2 114	8,000 - -	3	—	—	—

* Inserted from an old return.

† No information can be obtained.

COUNTY AND NAME OF TRUST.	Length of Road.	Bonded Debt, 31st December 1869.	Rate of Interest.	Amount of Bonded Debt Unclaimed.	Length of Time during which such Debt has been Unclaimed.	Unpaid Interest due upon such Unclaimed Debt.
LANCASTER—continued.	<i>Miles fur. yds.</i>	<i>£. s. d.</i>	<i>Per cent.</i>	<i>£. s. d.</i>		<i>£. s. d.</i>
Bolton and St. Helens - - -	6 2 164	1,785 4 5	4	—	—	—
Bolton and Westhoughton - - -	3 7 0	1,270 — —	5	—	—	—
Burnley to Edenfield Chapel - - -	8 0 0 {	1,980 — — 200 — —	5 4	—	—	—
Bury to Blackburn, Whalley, &c. - -	34 2 170	3,000 — —	5	—	—	—
Bury and Bolton - - -	4 0 189	7,660 1 7	2	—	—	—
Clitheroe to Blackburn and Mellor Brook. - - -	15 1 214	11,200 — —	5	—	—	—
Crossford Bridge and Manchester - -	4 0 0	—	—	—	—	—
Dryclough, Shaw, and Rochdale - -	10 2 14	19,408 — —	2	—	—	—
Edenfield Chapel to Little Bolton - -	16 0 164	8,328 10 2	3½	207 11 —	27 years	295 18 5
Elton and Blackburn - - -	13 5 126 {	1,973 — — 15,398 10 10	2½ —½	—	—	—
Finnington and Chorley - - -	4 3 97	367 17 8	5	—	—	—
Garstang and Heiring-syke - - -	20 0 0	11,024 19 10	2½	—	—	—
Haslingden and Todmorden - - -	20 5 36	11,988 13 5	3½	—	—	—
Hulton - - -	5 0 20	—	—	—	—	—
Ince Hindley and Westhoughton - -	5 6 0	2,300 — —	4	—	—	—
Kirkby Kendal and Kirkby Ireleth - -	26 0 0	1,198 — —	4	—	—	—
Liverpool, Prescott, Ashton, and War- rington. - - -	24 5 217	3,210 — —	4½	—	—	—
Liverpool and Preston - - -	29 7 0	1,950 — —	4	—	—	—
Livesey Branch - - -	1 6 0	134 — —	one penny	—	—	—
Manchester and Ashton-under-Lyne New Road. - - -	3 3 176	7,298 10 7	—½	—	—	—
Manchester and Bury New Road - -	3 3 177	2,384 — 3	none	—	—	—
Manchester, Oldham, and Austerlands -	9 4 86	362 13 —	5	—	—	—
Manchester to Rochdale, &c., Man- chester District. - - -	3 7 90	700 — —	4½	—	—	—
Manchester and Saltersbrook - - -	22 2 0	—	—	—	—	—
Mather Fold - - -	0 3 175	115 — —	3½	—	—	—
Moses Gate District - - -	2 7 22	—	—	—	—	—
Moses Gate, Ringley District - - -	3 4 0	4,100 — —	5	—	—	—
Oldham and Rippenden - - -	16 7 6	10,163 18 —	2½	—	—	—
Pendleton Roads - - -	23 5 91	246 13 —	4	—	—	—
Penwortham and Whittington - - -	15 6 154	400 — —	5	—	—	—
Preston and Garstang - - -	9 1 120	4,899 6 4	2	—	—	—
Prestwich Bury and Radcliffe - - -	6 4 216	1,650 — —	4	—	—	—
Radcliffe - - -	6 1 79	1,900 — —	5	—	—	—
Ridghill and Lanes, and Holehouse -	3 6 0	1,724 9 5	4	—	—	—
Rochdale and Burnley - - -	18 4 0	7,729 8 6	5	—	—	—
Rochdale and Edenfield - - -	7 9 65	4,393 — —	3	—	—	—
Rochdale, Lane-end to Land's-end in Heaton. - - -	3 6 0	1,003 11 6	2½	—	—	—
Rochdale and Manchester - - -	10 7 165 {	1,280 — — 720 — —	4½ 4	—	—	—
Sharples and Hoghton - - -	10 4 27	2,715 6 —	1½	—	—	—
Standedge and Oldham - - -	11 1 166	—	—	—	—	—
Standedge, Dobcross Road - - -	0 3 39	873 — —	3	—	—	—
Standedge, Delph Road - - -	0 6 140	2,000 — —	3	—	—	—
Sudden Bridge to Bury - - -	3 2 0	4,772 14 —	3	—	—	—
Ulverstone, Milnthorpe, and Lancaster	22 3 88	7,844 — —	none	—	—	—
Warrington to Lower Irlam - - -	8 0 0	7,471 — —	1	—	—	—
Warrington and Wigan - - -	12 0 0	14,469 — —	one penny	—	—	—
Wigan and Preston, North of Yarrow -	15 0 0	26,005 — —	3	—	—	—
	607 5 162	270,227 7 1	—	477 11 3	—	556 5 7
LEICESTER:						
Ashby-de-la Zouch - - -	17 0 0	200 — —	5	—	—	—
Bridgeford Lane and Kettering (South Part of Northern Division). - - -	16 0 0	—	—	—	—	—
Burton Bridge to Market Bosworth -	18 0 0	—	—	—	—	—
Desford - - -	15 1 104	1,150 — —	2½	10 — —	30 years	10 13 —
Hinckley and Lutterworth - - -	11 0 0 {	904 15 — 71 4 7	4 5	—	—	—
Hinckley and Melbourne - - -	33 4 145	1,325 — —	3½	—	—	—
Hinckley and Narborough - - -	19 0 6	—	—	—	—	—
Hinckley and Narborough (through Sapcote). - - -	7 6 33	4,951 9 11	none	—	—	—
Leicester and Lutterworth - - -	13 0 0	198 10 —	5	—	—	—
Leicester and Peterborough (Leicester District). - - -	15 0 0	—	—	—	—	—
Leicester and Welford - - -	15 0 0	2,548 2 10	3½	—	—	—
Loughborough to Ashby-de-la-Zouch, &c., and Cavendish Bridge (united). -	34 7 41	2,500 — —	3½	—	—	—
Market Harborough and Coventry - -	29 0 0	3,979 6 4	3	1,248 4 —	A great many years	1,036 14 8
Market Harborough and Loughborough	24 3 8	—	—	—	—	—
Melton Mowbray - - -	15 1 0	—	—	—	—	—
Melton Mowbray and Grantham - -	15 5 134	1,550 — —	4	—	—	—
Moir and Gresley - - -	22 7 167	1,400 — —	4½	—	—	—
Tamworth to Harrington Bridge - -	23 3 158	1,215 — —	3½	—	—	—
	346 0 130	21,991 8 8	—	1,258 4 —	—	1,047 7 8

* Charged on the Uppingham District.

RETURN RELATING TO TURNPIKE TRUSTS.

9

COUNTY AND NAME OF TRUST.	Length of Road.	Bonded Debt, 31st December 1869.	Rate of Interest.	Amount of Bonded Debt Unclaimed.	Length of Time during which such Debt has been Unclaimed.	Unpaid Interest due upon such Unclaimed Debt.
LINCOLN :	<i>Miles fur. yds.</i>	<i>£. s. d.</i>	<i>Per cent.</i>	<i>£. s. d.</i>		<i>£. s. d.</i>
Bourn - - - - -	9 0 128	150 - -	4	150 - -	many years	353 1 9
Bridge End - - - - -	15 4 146	—	—	—	—	—
Deeping and Morcott - - - - -	15 4 58	—	—	—	—	—
Dexthorpe - - - - -	20 2 62	1,583 10 -	4½	—	—	—
Donington - - - - -	26 1 20	2,700 - -	4	25 - -	since 1850	14 3 6
Foston Bridge and Witham Common -	14 1 184	—	—	—	—	—
Grantham and Nottingham, Eastern Division.	10 3 193	1,754 10 -	3	—	—	—
Lincoln, Branston Road - - - - -	3 6 0	900 - -	4½	—	—	—
Lincoln, Newark Road - - - - -	9 0 20	—	—	—	—	—
Lincoln, Saxilby Road - - - - -	12 6 0	1,031 5 -	4	—	—	—
Lincoln, Sleaford Road - - - - -	14 1 123	—	—	—	—	—
Lincoln, Brigg, Barton, Caistor, and Melton.	45 7 149	886 6 8	4	118 6 8	since 1832	23 13 4
Lincoln Heath and Market Deeping, Billingborough District.	3 0 0	1,388 - -	2	—	—	—
Lincoln Heath and Market Deeping, Bourn District.	26 0 0	1,000 - -	3	—	—	—
Lincoln Heath and Market Deeping, Sleaford District.	27 1 146	800 - -	3	—	—	—
Louth - - - - -	34 6 213	2,570 5 5	3	—	—	—
Scartho - - - - -	13 2 0	2,207 12 6	2	—	—	—
Sleaford and Tattershall - - - - -	13 7 41	2,225 - -	3	—	—	—
Spalding Barrier Bank - - - - -	5 5 7	—	—	—	—	—
Spalding and Deeping - - - - -	12 2 0	4,718 15 -	4½	119 - -	since 1794	not stated.
Spill-by - - - - -	26 0 115	5,075 - -	4	—	—	—
Spilsby, Burton's Corner District -	0 6 187	—	—	—	—	—
Swineshead and Fosdyke - - - - -	7 2 213	3,895 - -	2½	—	—	—
	368 1 26	32,685 4 7	—	412 6 8	—	390 18 7
MIDDLESEX :						
Commercial Roads - - - - -	7 1 163	21,868 18 1	5	40 - -	20 years.	39 3 5
Marylebone and Finchley - - - - -	6 6 0	2,400 - -	3	100 - -	19½ years.	56 4 -
Metropolis Roads north of the Thames	67 2 0	—	—	—	—	—
	81 1 163	24,268 18 1	—	140 - -	—	95 7 5
MONMOUTH :						
Abercarne - - - - -	14 6 3 {	2,471 15 3 500 - -	1½ none	71 - 6	since 1839	3 3 10
Abergavenny - - - - -	60 0 0	14,230 10 -	3½	—	—	—
Bigswear - - - - -	19 0 0	11,723 - -	3½	—	—	—
Chepstow - - - - -	48 4 7	—	—	—	—	—
Chepstow and Abergavenny, Shirenew- ton Branch.	10 6 154 {	1,800 - - 800 - -	4 5	—	—	—
Monmouth - - - - -	55 2 4	4,170 - -	4	—	—	—
Newport - - - - -	40 0 0	350 - -	3	—	—	—
Pontypool - - - - -	8 1 44	1,000 - -	3	—	—	—
Usk District - - - - -	28 0 0	2,510 7 2	3½	—	—	—
	293 3 212	39,555 12 5	—	71 - 6	—	3 3 10
NORFOLK :						
Aylsham and Cromer - - - - -	26 6 115	290 - -	5	—	—	—
Ely to Downham ("The North Dis- trict").	14 0 22	—	—	—	—	—
Lynn, East Gate - - - - -	23 0 207	—	—	—	—	—
Lynn, South Gate - - - - -	36 0 0	1,300 - -	4	—	—	—
Lynn and Wisbech - - - - -	36 7 47	—	—	—	—	—
North Walsham - - - - -	13 7 193	2,500 - -	3½	200 - -	15 years.	105 - -
Norwich and Fakenham - - - - -	26 5 162	5,100 - -	2	—	—	—
Norwich and Scole - - - - -	17 7 198	300 - -	4	—	—	—
Norwich, Swaffham. and Mattishall -	33 7 110	—	—	—	—	—
Norwich and Yarmouth - - - - -	18 0 22	500 - -	4	—	—	—
Stoke Ferry - - - - -	18 7 110	250 - -	4	250 - - {	40 years on 50 l. 25 years on 200 l.	285 - -
Wells and Fakenham - - - - -	25 0 0	5,700 - -	2	—	—	—
	291 3 86	15,940 - -	—	450 - -	—	390 - -
NORTHAMPTON :						
Banbury and Lutterworth Road, Ban- bury to Drayton.	18 3 140	—	—	—	—	—
Banbury and Lutterworth Road, Lut- terworth to Badby.	15 4 0	—	—	—	—	—
Brackley Roads, Consolidated - - -	40 0 0	3,300 - -	none	—	—	—
Buckingham and Hanwell, Lower Di- vision.	11 3 0	—	—	—	—	—
Crowland and Eye - - - - -	4 4 216	1,300 - -	2½	—	—	—
Dunchurch - - - - -	19 3 17	—	—	—	—	—

RETURN RELATING TO TURNPIKE TRUSTS.

COUNTY AND NAME OF TRUST.	Length of Road.	Bonded Debt, 31st December 1869.	Rate of Interest.	Amount of Bonded Debt Unclaimed.	Length of Time during which such Debt has been Unclaimed.	Unpaid Interest due upon such Unclaimed Debt.
NORTHAMPTON—continued.	<i>Miles fur. yds.</i>	<i>£. s. d.</i>	<i>Per cent.</i>	<i>£. s. d.</i>		<i>£. s. d.</i>
Hardingstone to Old Stratford - - -	11 2 160	3,020 - -	1	180 - -	5 years	7 4 -
Higham Ferrers - - - - -	11 6 0	1,553 - -	3	—	—	—
Kettering and Newport Pagnell - - -	23 0 0	3,133 6 8	3½	583 6 8	13 years	265 6 3
Kettering and Northampton - - -	12 6 6	—	—	—	—	—
Little Bowden and Rockingham - - -	9 3 135	2,200 - -	3	616 - -	not stated	285 1 -
Market Harborough and Brampton - -	35 6 22	12,691 - -	4 and 5	—	—	—
Market Harborough and Welford - -	30 1 0	—	—	—	—	—
Northampton and Cold Brayfield - -	12 3 46	2,661 3 2	1	—	—	—
Old Stratford to Dunchurch - - -	28 0 0	3,600 - -	none	—	—	—
Oundle and Middleton Lane - - -	11 4 198	1,450 - -	2½	150 - -	13 years	48 15 -
Peterborough and Wellingborough, and Elton Branch.	28 2 88	300 - -	3½	200 - -	4 years	29 7 8
Peterborough and Wellingborough, and Clapton Branch.	5 6 154	120 - -	none	—	—	—
Thorney Road - - - - -	6 3 42	700 - -	3½	—	—	—
Towcester and Cotton End - - -	8 2 0	4,869 - -	5	—	—	—
Wansford Road - - - - -	6 2 138	312 4 2	3	—	—	—
Wansford and Stamford - - -	5 3 101	202 18 9	4½	—	—	—
Warwick and Northampton - - -	25 6 108	25 - -	4	—	—	—
Wellingborough and Northampton - -	9 4 34	430 - -	5	—	—	—
	391 3 65	41,867 12 9	—	1,729 6 8	—	635 13 10
NORTHUMBERLAND:						
Alemouth and Hexham, Eastern Divi- sion.	19 4 0	—	—	—	—	—
Allendale - - - - -	23 4 0	8,000 - -	none	—	—	—
Alnwick and Elingham - - - - -	24 4 122	—	—	—	—	—
Berwick, Norham, and Islandshires -	64 0 0	14,412 - -	3½	600 - -	since 1861	199 5 7
Cow Cawsey and Buckton Burn - - -	50 0 0	900 - -	5	—	—	—
Elsdon and Reedwater - - - - -	19 0 0	450 - -	3	—	—	—
Ford and Lowick - - - - -	32 5 26	3,770 - -	3	—	—	—
Hexham - - - - -	36 0 0	500 - -	1½	—	—	—
Newcastle-upon-Tyne to Carlisle - -	39 3 85	3,875 - -	none	—	—	—
North Shields and Newcastle-upon- Tyne.	3 7 32	200 - -	3½	—	—	—
Ponteland - - - - -	33 7 146	5,200 - -	2½	—	—	—
Shields and Morpeth - - - - -	29 2 140	13,577 - -	2	—	—	—
Wooler and Adderstone - - - - -	10 0 0	5,250 - -	none	—	—	—
Wooler and Breamish - - - - -	43 0 0	5,400 - -	3	—	—	—
	428 6 111	61,534 - -	—	600 - -	—	199 5 7
NOTTINGHAM:						
Bawtry and Scrooby - - - - -	12 7 40	—	—	—	—	—
Bingham - - - - -	10 6 0	—	—	—	—	—
Clown and Budby - - - - -	9 4 0	7,616 15 3	one penny	107 17 6 86 6 -	26½ years 36 years	—
Foston Bridge to Little Drayton - -	26 0 5	—	—	—	—	—
Hockerton and Kirklington - - -	17 0 0	480 - -	2	—	—	—
Kirkby and Pinxton - - - - -	7 1 0	200 - -	3	—	—	—
Mansfield and Tibshelf - - - - -	18 0 0	2,122 10 -	4	—	—	—
Mansfield to Worksop - - - - -	10 1 165	283 10 -	4	—	—	—
Nottingham and Derby, Eastern Divi- sion.	14 4 138	250 - -	4	—	—	—
Nottingham and Grantham, Western Division.	12 0 85	2,142 5 -	3	—	—	—
Nottingham and Ilkeston - - - - -	14 6 108	1,655 7 -	3	—	—	—
Nottingham and Kettering, Northern District.	10 7 121	—	—	—	—	—
Nottingham and Loughborough - - -	12 3 95	6,500 - -	3½	—	—	—
Nottingham and Mansfield - - - - -	13 5 1	4,000 - -	4	—	—	—
Nottingham and Newhaven, First District.	28 6 109	—	—	—	—	—
Retford and Gainsborough - - - -	13 0 109	6,900 - -	2½	—	—	—
Retford and Littleborough - - - -	8 5 43	150 - -	4	—	—	—
Worksop to Kelham - - - - -	20 7 137	8,651 - -	5	645 - -	varying from 2 to 30 years	263 3 -
Worksop to Retford - - - - -	7 4 0	4,345 - -	4	—	—	—
	268 7 51	45,226 7 3	—	839 3 6	—	263 3 -
OXFORD:						
Asthall and Buckland - - - - -	8 4 37	1,220 17 8	2	—	—	—
Aylesbury, Thame, Oxford, and Shil- lingford.	27 6 22	3,600 - -	4½	—	—	—
Banbury, Brailes, and Barcheston - -	14 0 43	4,264 - -	3	200 - -	varying from 14 to 38 years.	128 13 11
Bicester, Aynho, and Finmere - - -	16 0 0	1,595 - -	4	—	—	—
Botley and Newland - - - - -	16 7 0	9,100 - -	3	—	—	—
Burford, Chipping Norton, Banbury, and Aynho.	32 6 202	—	—	—	—	—
Charlbury Roads - - - - -	28 5 181	1,000 - -	2½	—	—	—
Deddington and Kidlington - - - -	18 4 75	1,100 - -	3	—	—	—
Drayton Lane to Edgehill - - - - -	6 3 198	—	—	—	—	—

RETURN RELATING TO TURNPIKE TRUSTS.

11

COUNTY AND NAME OF TRUST.	Length of Road.	Bonded Debt, 31st December 1869.	Rate of Interest.	Amount of Bonded Debt Unclaimed.	Length of Time during which such Debt has been Unclaimed.	Unpaid Interest due upon such Unclaimed Debt.
OXFORD—continued.	<i>Miles fur. yds.</i>	<i>£. s. d.</i>	<i>Per cent.</i>	<i>£. s. d.</i>		<i>£. s. d.</i>
Enstone, Heyford Bridge, Bicester, Weston, and Kirtlington.	26 0 0	3,377 - -	3	—	—	—
Faringdon and Burford - - -	10 4 0	2,150 - -	5	25 - -	35 years	44 3 6
Galley Hill and Clanfield Cross - - -	5 0 37	730 - -	3	—	—	—
Gosford Road - - - - -	3 7 132	—	—	—	—	—
Henley and Dorchester - - - - -	27 1 132	650 - -	4½	—	—	—
St. Clement's - - - - -	2 0 0	12,216 4 -	none	—	—	—
Stokenchurch and Woodstock - - - - -	26 2 30	12,805 - -	4	—	—	—
Stokenchurch and Islip Branch - - - - -	10 5 0	550 - -	4	—	—	—
Thame and Bicester - - - - -	11 6 215	1,350 - -	5	—	—	—
Thame and Postcombe - - - - -	4 1 154	850 - -	5	—	—	—
Woodstock and Rollright Lane - - - - -	21 0 0	600 - -	4½	—	—	—
	318 3 207	57,158 1 8	—	225 - -	—	172 17 5
RUTLAND:						
Grantham, South District - - - - -	10 0 207	672 6 6	4	—	—	—
Leicester and Peterborough, Upping- ham District.	19 0 0	7,500 - -	4½	1,000 - -	nearly 50 years	2,250 - -
Nottingham and Kettering, South Di- vision.	20 0 0	—	—	—	—	—
Oakham - - - - -	18 1 20	—	—	—	—	—
	67 2 7	8,172 6 6	—	1,000 - -	—	2,250 - -
SALOP:						
Bishop's Castle, First District - - -	92 6 0	2,780 - -	3	—	—	—
Bridgnorth and Shifnal - - - - -	8 0 0	900 - -	3	—	—	—
Burlton and Llanymynech - - - - -	16 4 130	1,000 - -	3½	—	—	—
		100 - -	4	—	—	—
Clebury, Mortimer District - - - - -	36 0 0	2,300 - -	2½	—	—	—
Clebury North and Ditton Priors - - -	13 6 0	1,840 - -	3	—	—	—
Coalbrookdale and Wellington - - -	4 6 170	3,100 - -	4	—	—	—
Ellesmere District - - - - -	19 4 0	2,800 - -	5	—	—	—
Ellesmere, Wem Division - - - - -	9 4 0	60 - -	5	—	—	—
Leighton and Buildwas - - - - -	7 0 0	858 - -	one penny	—	—	—
Ludlow Roads (Three Districts Con- solidated). - - - - -	107 0 0	1,100 - -	4	—	—	—
		358 - -	3	—	—	—
Minsterley and Churchstoke - - - - -	11 0 206	8,728 6 11	one penny	—	—	—
Morville and Shipton - - - - -	7 3 132	10,900 - -	3	4,900 - -	25 years	4,029 19 -
Oswestry - - - - -	84 0 0	2,779 4 6	4	—	—	—
Preston, Brockhurst - - - - -	60 0 0	2,100 - -	4½	—	—	—
Shifnal District - - - - -	16 7 130	720 - -	none	—	—	—
Shrewsbury (Nine Districts) - - - - -	75 2 0	3,000 - 10	3	—	—	—
		3,297 10 -	4	—	—	—
Shrewsbury, Wenlock and Bridgnorth -	52 0 0	3,800 - -	3½	—	—	—
Wem and Bron-y-Garth, First District -	27 2 0	1,200 - -	4	—	—	—
		600 - -	5	—	—	—
Wem and Bron-y-Garth, Second Dis- trict.	13 4 68	9,557 7 10	5	—	—	—
Weston Gate (Bewdley Act) - - - - -	4 0 0	1,400 - -	2	—	—	—
Whitchurch and Madeley - - - - -	37 0 0	900 - -	3½	—	—	—
	703 3 176	66,178 10 1	—	4,900 - -	—	4,029 19 -
SOMERSET:						
Bath - - - - -	44 5 143	17,385 - -	4½	—	—	—
Black Dog - - - - -	28 3 88	30,539 19 1	2	—	—	—
Bridgwater - - - - -	48 7 196	405 - -	4	—	—	—
Bruton - - - - -	56 6 0	1,550 - -	2 16 -	—	—	—
		2,550 - -	3 3 -	—	—	—
		5,250 - -	3 10 -	—	—	—
Chard - - - - -	43 4 34	450 - -	4 and 5	100 - -	since 1863	105 - -
Crewkerne - - - - -	27 6 31	4,900 - -	4	—	—	—
Frome - - - - -	41 4 99	600 - -	4½	—	—	—
High Ham and Ashcott - - - - -	10 3 8	2,300 - -	1½	50 - -	since December 1859	8 7 6
				100 - -	since December 1847	26 18 -
Ilchester - - - - -	25 5 178	375 - -	5	—	—	—
Ilminster - - - - -	30 3 198	5,750 - -	5	—	—	—
		1,675 - -	4½	100 - -	29½ years	132 15 -
Langport, Somerton and Castle Cary -	66 4 15	9,740 - -	3	—	—	—
Martock and South Petherton Roads (United).	16 4 0	1,350 - -	3½	—	—	—
"Minehead Roads" (United) - - - - -	85 0 143	8,955 - -	3	—	—	—
Radstock - - - - -	23 6 214	—	—	—	—	—
Shepton Mallet - - - - -	55 7 9	1,050 - -	4½	—	—	—
		1,100 - -	4	—	—	—

COUNTY AND NAME OF TRUST.	Length of Road.	Bonded Debt, 31st December 1869.	Rate of Interest.	Amount of Bonded Debt Unclaimed.	Length of Time during which such Debt has been Unclaimed.	Unpaid Interest due upon such Unclaimed Debt.
SOMERSET—continued.	<i>Miles. fur. yds.</i>	<i>£. s. d.</i>	<i>Per cent.</i>	<i>£. s. d.</i>		<i>£. s. d.</i>
Taunton - - - - -	81 0 0	9,000 - -	4½	—	—	—
Wedmore - - - - -	*15 3 60	1,539 - -	*1	†	—	†
Wells - - - - -	38 3 105	6,840 - -	4 to 4½	100 - -	43½ years	174 - -
West Harptrey - - - - -	29 5 18	7,610 - -	1½	125 - -	16 years	29 3 8
Weston-super-Mare and Werle - - -	0 4 4	2,005 - -	5	—	—	—
Wincanton - - - - -	41 3 27	1,340 - -	4	—	—	—
Wiveliscombe - - - - -	63 4 0	1,950 - -	2	50 - -	from 1839	26 11 3
Yeovil - - - - -	27 0 0	—	—	—	—	—
	912 0 32	126,338 19 1	—	625 - -	—	502 15 5
STAFFORD:						
Albrighton and Tong - - - - -	8 5 82	500 - -	5	—	—	—
Ashborne to Leek - - - - -	14 7 198	1,469 5 9	4	—	—	—
Ashby-de-la-Zouch to Tutbury - - -	12 2 8	—	—	—	—	—
Birmingham and Wednesbury - - -	13 2 10	—	—	—	—	—
Blyth Marsh - - - - -	19 4 31	2,468 - -	5	—	—	—
Burton-upon-Trent to Abbot's Bromley	11 6 0	1,460 - -	3½	—	—	—
Butterton Moor End - - - - -	16 5 20	2,336 4 1	3½	—	—	—
Cannock and Penkridge - - - - -	4 0 0	700 - -	1	—	—	—
Cheadle (Five Districts Consolidated) -	43 1 83	2,524 5 4 3,060 10 -	2½ ½	31 3 4	since 1862	6 11 3
Darlaston - - - - -	14 6 123	15,250 - -	5	—	—	—
Darley Moor and Ellaston - - - - -	11 0 0	1,983 - -	4½ to 5	—	—	—
Great Chell and Shelton - - - - -	4 0 194	1,000 - - 300 - -	5 4	300 - -	8 years	96 - -
Handsworth and Perry Bar (United) -	7 0 108	1,027 13 5	3	—	—	—
Hanley and Bucknall - - - - -	10 4 0	3,177 13 -	4	—	—	—
High Bridges and Uttoxeter - - - -	14 0 0	1,200 - -	2	—	—	—
Lawton, Burslem, and Newcastle-under-Lyme.	9 0 53	—	—	—	—	—
Leek, Buxton, and Monyash - - - -	28 0 0	3,500 10 -	1½	—	—	—
Lichfield (United) - - - - -	50 3 8	—	—	—	—	—
New Biddulph - - - - -	2 4 198	4,290 - -	5	—	—	—
Newcastle-under-Lyme and Drayton -	15 2 145	—	—	—	—	—
Newcastle-under-Lyme and Eccleshall	12 0 0	40 - - 250 - - 5,600 - -	5 3 none	—	—	—
Newcastle-under-Lyme to Leek - - -	21 2 0	3,627 6 2	3½	—	—	—
Newcastle-under-Lyme and Nantwich -	20 0 202	1,677 - -	4	—	—	—
Rugeley and Stone, and Branches (United).	37 0 0	4,870 - - 290 - -	2 3	—	—	—
Sandon, Hugbridge, Hilderstone, and Draycott-in-the-Moors.	27 3 148	470 - -	5	—	—	—
Sedgley Roads - - - - -	7 4 0	1,550 - -	5	—	—	—
Sedgley New Roads - - - - -	4 0 0	5,044 11 7	5	—	—	—
Spath and Hanging Bridge - - - - -	9 6 0	1,419 6 -	2	—	—	—
Stafford District - - - - -	78 4 0	2,664 18 8	4	—	—	—
Stone, Lane End, and Trentham - - -	16 4 73	4,616 13 4	1	50 - -	28 years	64 9 3
Stourbridge and Bridgnorth - - - -	14 0 0	1,600 - -	4	—	—	—
Streetway and Wordsley Green, and Wolverhampton and Cannock.	21 5 89	—	—	—	—	—
Tamworth - - - - -	41 4 0	—	—	—	—	—
Tunstall and Bosley - - - - -	10 7 189	2,041 - -	5	—	—	—
Uttoxeter and Blythe Marsh - - - -	18 0 0	2,880 - -	2	—	—	—
Uttoxeter and Callingwood Plain - - -	9 0 0	2,250 - -	none	—	—	—
Uttoxeter and Stoke, and Millwich and Sandon.	14 0 0	3,775 - -	1	—	—	—
Walton-in-Stone to Eccleshall - - -	5 3 5	—	—	—	—	—
Wolverhampton, Old District - - - -	24 4 118	—	—	—	—	—
	704 2 105	90,912 15 4	—	381 3 4	—	167 - 6
SUFFOLK:						
Ipswich to Helmingham, Debenham, &c.	22 2 182	3,900 - -	3½	100 - -	10 years	38 10 -
Ipswich to South Town, and Darham to Bungay.	63 4 87	—	—	—	—	—
Ipswich and Stratford - - - - -	9 6 0	1,275 - -	3½	—	—	—
Lakenheath to Hockwold - - - - -	18 4 66	1,400 - - 3,918 - -	2½ none	—	—	—
Mildenhall Burnt Fen - - - - -	9 4 184	3,010 - -	2	—	—	—
South Town - - - - -	1 5 192	490 - -	4½	—	—	—
	120 4 51	13,983 - -	—	100 - -	—	38 10 -

* Inserted from an old return.

† No information can be obtained.

RETURN RELATING TO TURNPIKE TRUSTS.

13

COUNTY AND NAME OF TRUST.	Length of Road.	Bonded Debt, 31st December 1869.	Rate of Interest.	Amount of Bonded Debt Unclaimed.	Length of Time during which such Debt has been Unclaimed.	Unpaid Interest due upon such Unclaimed Debt.
SURREY:	<i>Miles fur. yds.</i>	<i>£. s. d.</i>	<i>Per cent.</i>	<i>£. s. d.</i>		<i>£. s. d.</i>
Bedfont and Bagshot - - - -	15 6 158 {	3,400 - - 1,300 - -	4 5	—	—	—
Bramley and Ridgwick, First District -	4 4 66	437 17 7	2½	—	—	—
Bramley and Ridgwick, Second District	6 1 26	1,900 - -	½	700 - -	varying from 8 to 17 years.	58 17 6
Croydon and Reigate - - - -	9 1 121	2,338 16 6	1	—	—	—
Godalming and Painshill - - - -	6 0 24	1,537 - -	one penny	—	—	—
Guildford and Alfold - - - -	12 0 0	1,800 - -	4	—	—	—
Guildford and Farnham - - - -	9 2 0	820 - -	3 {	50 - - 140 - -	53 years 29 years	} not stated.
Horsham - - - -	24 4 0	4,750 - -	4	—	—	—
Kingston and Leatherhead - - - -	7 2 127	8,266 5 -	1½	235 - -	10 years and upwards	not stated.
Reigate - - - -	30 5 30	9,260 - -	2	43 4 -	10 years	not stated.
	125 3 112	35,809 19 1	—	1,168 4 -	—	58 17 6
SUSSEX:						
Beach Down to Heathfield, Roberts- bridge, &c.	15 4 0	—	—	—	—	—
Beeding and Old Shoreham - - - -	3 4 0	1,590 - -	3	—	—	—
Brede - - - -	14 4 0	3,810 - -	3	—	—	—
Brighton, Cuckfield, and West Grine- stead.	35 0 176	4,100 - -	3½	—	—	—
Brighton and Newhaven - - - -	7 1 44	9,500 - -	2	—	—	—
Brighton, Shoreham, and Lancing - -	7 7 54	—	—	—	—	—
Broil Park Gate to Battle - - - -	18 3 148	—	—	—	—	—
Bury - - - -	8 2 115	1,825 - -	1	—	—	—
Cowfold and Henfield - - - -	12 3 0	1,875 - -	1	50 - - {	25 l. for 36 years 25 l. for 35 years	} 96 - -
Five Oaks - - - -	4 0 17	4,340 - -	1½	—	—	—
Flimwell and Hastings - - - -	17 5 198 {	18,356 - - 2,155 - - 676 - -	3 1½ none	—	—	—
Henfield - - - -	9 0 0	3,134 10 -	1	—	—	—
Hollington and Hastings - - - -	3 2 149	10,478 16 -	1	—	—	—
Horsebridge and Horeham - - - -	26 2 181	—	—	—	—	—
Horsham and Crawley - - - -	7 0 0	5,250 - -	1	—	—	—
Horsham and Guildford - - - -	14 0 0	12,887 12 -	½	—	—	—
Horsham and Steyning - - - -	17 0 0	4,055 - -	3	—	—	—
Lewes and Brighton - - - -	6 4 176	—	—	—	—	—
Lewes to Eastbourne and Hailsham -	17 3 5	1,150 - -	3	—	—	—
Mayfield and Wadhurst - - - -	23 0 0	4,201 6 2	4	—	—	—
Midhurst and Sheetbridge - - - -	8 5 0	—	—	—	—	—
New Chapel, Lindfield and Bright- helmston.	28 0 165	7,318 - -	1	990 16 -	6 years	58 3 5
Petworth - - - -	26 7 134	2,937 17 10	3½	—	—	—
Pyecombe and Hicksted - - - -	12 5 35	9,249 10 -	1	—	—	—
Robertbridge Clappers - - - -	0 2 0	1,500 - -	4	—	—	—
Rye - - - -	20 0 0	400 - -	4	—	—	—
St. Leonards and Sedlescomb - - - -	16 0 0	2,380 - -	2	—	—	—
Staplecross - - - -	11 5 0	1,300 - -	4	—	—	—
Storrington and Ball's Hutt - - - -	9 3 0 {	4,550 - - 770 - -	none 2½	—	—	—
Storrington and Wiston - - - -	11 1 0	2,287 10 -	3½	—	—	—
Tunbridge Wells to Maresfield and New Road (United).	19 4 0	1,750 - -	3	—	—	—
Tunbridge Wells to Uckfield - - - -	18 0 22	200 - -	5	—	—	—
Worthing and Branch - - - -	20 0 0	1,250 - -	3½	—	—	—
	465 3 79	125,277 2 -	—	1,040 16 -	—	154 3 5
WARWICK:						
Alcester (United) - - - -	52 3 192	800 - -	4	300 - -	18 years	216 - -
Birmingham and Blakedown Pool - -	13 1 2	2,307 - -	5	—	—	—
Birmingham and Spermal Ash - - - -	16 0 0	—	—	—	—	—
Birmingham to Stonebridge - - - -	6 7 0	336 - -	5	—	—	—
Birmingham and Stratford-on-Avon -	21 0 0	—	—	—	—	—
Birmingham, Warwick, and Warmington	35 2 80	502 19 6	4	—	—	—
Birmingham and Watford Gap - - - -	22 2 0	500 - -	4	—	—	—
Birmingham, Kingsbury Branch - - -	20 3 100	1,100 - -	4	—	—	—
Castle Bromwich and Birmingham, &c. (United).						
Coventry and Stoney Stanton - - - -	15 1 0 {	1,809 16 6 1,750 - -	3 one penny	1,750 - -	since 1832	—
Coventry and Wolvey - - - -	6 4 75	41 - 10	4	—	—	—
Dunchurch and Southam - - - -	7 2 175	1,400 - -	2½	—	—	—
Dunchurch and Stonebridge - - - -	18 3 137	—	—	—	—	—

COUNTY AND NAME OF TRUST.	Length of Road.	Bonded Debt, 31st December 1889.	Rate of Interest.	Amount of Bonded Debt Unclaimed.	Length of Time during which such Debt has been Unclaimed.	Unpaid Interest due upon such Unclaimed Debt.
WARWICK—continued.	<i>Miles fur. yds.</i>	<i>£. s. d.</i>	<i>Per cent.</i>	<i>£. s. d.</i>		<i>£. s. d.</i>
Evesham and Alcester, Alcester District	5 2 137	200 - -	4	—	—	—
Fillongley and Over Whitacre - -	8 6 0	358 10 -	4	—	—	—
Finford Bridge and Banbury - -	23 0 216	1,320 - -	3	—	—	—
Great Kington and Wellesbourne -	9 3 5	1,990 - -	4	1,990 - -	A considerable number of years.	It probably amounts to considerably more than the principal.
Hinckley and Coventry - - -	12 0 54	100 - -	5	—	—	—
Mancetter and Wolvey Heath - -	9 3 35	700 - -	4	—	—	—
Rugby and Hinckley - - -	13 7 4	1,809 1 6	5	—	—	—
Rugby and Kilworth - - -	9 7 7	667 10 3	3½	260 - -	from 1856	113 18 10
Rugby and Lutterworth - - -	6 0 87	—	—	—	—	—
Rugby and Warwick - - -	13 1 81	1,396 16 -	5	—	—	—
Southam and Kineton - - -	8 7 0	5,000 - -	4½	—	—	—
Stonebridge and Kenilworth - -	9 0 0	709 - -	4	—	—	—
Stratford and Edgehill - - -	11 5 110	246 - -	5	—	—	—
Stratford-upon-Avon and Long Compton	25 7 56	1,250 - -	2	—	—	—
Warwick, Coventry, and Leamington -	15 0 0	2,750 - -	4	50 - -	upwards of 27 years	56 16 -
Warwick and Paddlebrook and Stratford	24 4 170	1,870 - -	5	—	—	—
Watling Street, Bentley Lane, and Branch, Pinwall Lane and Appleby (United).	49 4 190	1,344 - -	4	—	—	—
Wellesbourne and Stratford - -	4 6 137	—	—	—	—	—
	495 3 76	32,255 14 7	—	4,350 - -	—	386 14 10
WESTMORLAND:						
Ambleside - - - - -	24 7 83	880 2 -	4	25 - -	5 years	5 5 1
Appleby and Kendal - - -	41 2 13	444 2 2	3½	10 - -	55 years	23 4 10
Brough and Bowes, and Maiden Castle and Barrow's Brow to the Coal Works (United)	26 2 0	700 - -	3	—	—	—
		50 - -	2	—	—	—
Brough and Eamont Bridge - - -	19 7 38	2,979 - -	3	—	—	—
Brough and Middleton - - -	17 0 0	1,620 - -	one penny	—	—	—
Heronsyke and Eamont Bridge - -	35 2 0	10,860 - -	2½	—	—	—
Kirkby Lonsdale, Kendal, and Milnthorpe	25 0 0	2,214 19 -	2½	—	—	—
Kirkby, Stephen, and Hawes - -	12 4 0	895 3 6	2	—	—	—
Milnthorpe and Levens - - -	11 5 110	2,566 11 7	2	—	—	—
	213 6 24	23,209 18 3	—	35 - -	—	28 9 11
WILTS:						
Amesbury - - - - -	52 6 10	3,562 10 -	4	—	—	—
Bradford - - - - -	13 0 0	1,230 - -	4 to 5	—	—	—
Burford, Lechlade, and Swindon -	18 3 11	1,000 - -	2½	—	—	—
Calne - - - - -	8 5 36	400 - -	5	—	—	—
Calne, Hillmarton, and Lyneham, or Second District.	6 0 0	1,100 - -	2	—	—	—
Draycot or Upper District - - -	10 0 0	443 7 10	2	—	—	—
Everley - - - - -	20 2 110	600 - -	4½	—	—	—
Holt - - - - -	13 2 176	717 - -	2	—	—	—
Kennet and Amesbury - - -	23 1 29	5,900 - -	3	—	—	—
Malmesbury, First District - -	16 2 25	1,600 - -	3½	—	—	—
Ditto - Second District - - -	49 4 0	9,105 7 -	3	—	—	—
Ditto - Third District - - -	17 7 18	7,560 - -	2	—	—	—
Marlborough and Froxfield - -	8 0 0	100 - -	4	—	—	—
Marlborough and Salisbury - -	37 0 0	3,200 - -	2½	—	—	—
		1,100 - -	one penny	—	—	—
Marshfield - - - - -	12 4 0	700 - -	4	—	—	—
Melksham - - - - -	10 2 132	6,157 10 -	3½	—	—	—
Swindon, Calne, and Cricklade, Third District.	7 1 66	2,450 - -	2	—	—	—
Swindon and Christian Malford, First District.	14 4 31	3,755 - -	2	—	—	—
Swindon and Coldharbour - - -	3 4 88	475 - -	5	—	—	—
Swindon, Hungerford, and Marlborough (United).	22 7 131	762 3 1	5	—	—	—
Swindon and Marlborough - - -	10 5 50	487 10 -	5	—	—	—
Trowbridge - - - - -	35 1 22	571 - -	4	—	—	—
Westbury - - - - -	20 5 34	1,050 - -	3	—	—	—
Wootton Bassett and Marlborough -	10 3 0	1,750 - -	1	—	—	—
	442 0 89	55,866 7 11	—	—	—	—
WORCESTER:						
Birmingham and Bromsgrove - -	12 1 20	—	—	—	—	—
Birmingham, Redditch, and Pershore -	13 2 0	3,375 - -	4	175 - -	19 years	131 16 7
		500 - -	3½	—	—	—
Broadway and Mickleton - - -	5 2 82	200 - -	3	—	—	—
		57 13 5	none	—	—	—
Doglane Gate - - - - -	8 7 173	595 - -	3	50 - -	since May 1789	not stated.
Droitwich Roads - - - - -	36 6 76	2,350 - -	3½	—	—	—

COUNTY AND NAME OF TRUST.	Length of Road.	Bonded Debt, 31st December 1860.	Rate of Interest.	Amount of Bonded Debt Unclaimed.	Length of Time during which such Debt has been Unclaimed.	Unpaid Interest due upon such Unclaimed Debt.
WORCESTER—continued.	<i>Miles fur. yds.</i>	<i>£. s. d.</i>	<i>Per cent.</i>	<i>£. s. d.</i>		<i>£. s. d.</i>
Dudley and Brettell Lane, and Pedmore and Rowley (United).	24 0 164	1,090 -- --	3	—	—	—
Dudley, Halesowen, and Bromsgrove; Dudley and New Inn; and Dudley and Wolverhampton (United).	31 1 104	2,325 18 --	2	400 -- --	since 1863	48 -- --
Evesham, First District, Bretforton and Stonebow Divisions (United).	18 0 191	1,300 -- --	4	—	—	—
Evesham, Pershore Division	21 1 181	—	—	—	—	—
Evesham and Alcester, Evesham District	4 6 170	250 -- --	5	—	—	—
Hundred House, First District	26 2 20	1,680 -- --	3	50 -- --	33 years	66 -- --
Ditto - - Second District	6 7 66	1,487 18 2	none	—	—	—
Inning's Lane	3 0 0	50 -- --	5	—	—	—
Kidderminster	67 4 209	800 -- --	5	—	—	—
Shelsley	3 5 204	300 -- --	4	—	—	—
Stourbridge, First District	21 3 96	1,636 10 --	5	—	—	—
Ditto - Second District	4 4 76	196 18 --	5	—	—	—
Tenbury	17 0 0	200 -- --	4	—	—	—
Tinker's Gate	3 2 44	200 -- --	3	—	—	—
Upton-upon-Severn	22 0 137	350 -- --	4	—	—	—
Welch Gate	10 6 60	1,016 13 4	3½	6 13 4	41 years	12 5 4
Worcester, Barbourne Roads	10 1 192	—	—	—	—	—
Ditto - Bransford Roads	19 5 28	—	—	—	—	—
Ditto - Broadwas Roads	10 2 33	—	—	—	—	—
Ditto - Henwick and Martley Roads	29 3 155	—	—	—	—	—
Ditto - London and Stonebow Roads	21 0 66	—	—	—	—	—
Ditto - Lowesmoor Roads	15 2 0	1,950 -- --	4½	—	—	—
Ditto - Powick Roads	30 1 105	—	—	—	—	—
Ditto - Upton Roads	19 7 0	—	—	—	—	—
	518 4 12	21,911 8 11	—	681 13 4	—	258 1 11
YORK:						
Balby to Worksop	15 2 10	2,443 -- --	3	72 -- --	since 1858	27 3 6
Barnsdale and Leeds and Branch	28 4 0	5,715 18 --	3½	—	—	—
Barnsley and Grange Moor	12 0 0	2,600 -- --	2½	—	—	—
Barnsley and Pontefract	11 0 135	650 -- --	5	—	—	—
Barnsley and Shepley Lane Head	8 2 121	{ 1,350 3 2 2,407 15 9	one penny none	{ 1,500 17 2	since 1860	—
Bawtry and Selby	28 4 191	4,030 10 --	2½	—	—	—
Bawtry and Tinsley	16 2 178	2,803 14 --	4½	—	—	—
Beverley, Hessle, and North Cave	24 0 3	2,275 -- --	2½	—	—	—
Beverley and Kexby Bridge, and Beverley, Molescroft, &c. (United).	44 0 0	1,500 -- --	3	—	—	—
Birstal and Huddersfield	8 4 98	—	—	—	—	—
Boroughbridge to Catterick and Piersebridge.	34 0 0	760 -- --	3½	—	—	—
Boroughbridge and Durham (Part)	31 2 144	—	—	—	—	—
Bradford and Huddersfield	8 0 78	12,139 12 9	5	275 10 3	since 1826	632 4 7
Bradford and Wakefield	11 4 155	1,500 -- --	4	—	—	—
Brampton and Hooton Roberts	4 5 54	2,573 6 8	5	—	—	—
Brough	8 1 199	1,025 -- --	3	—	—	—
Collingham and York	12 0 77	2,375 -- --	2	—	—	—
Colne and Broughton	8 0 0	1,381 11 7	2	—	—	—
Dewsbury and Ealand	9 6 0	—	—	—	—	—
Dewsbury and Leeds	8 0 0	42 10 --	5	39 7 6	since 1862	10 1 11
Doncaster to Bawtry	8 6 68	—	—	—	—	—
Doncaster and Salter's Brook	31 2 58	1,061 8 6	5	—	—	—
Doncaster and Selby	19 2 0	{ 10,500 -- -- 8,235 8 9	5 none	{ —	—	—
Doncaster and Tadcaster	27 3 12	6,800 -- --	2½	—	—	—
Doncaster and Thorne	9 4 52	1,375 -- --	3	—	—	—
Dudley Hill, Killinghall, and Harrogate	27 5 169	1,350 -- --	5	—	—	—
Dunford District	2 4 0	{ 1,094 2 6 450 -- --	one penny 3	{ —	—	—
Elland and Brighouse	5 2 0	10,797 12 1	5	170 -- --	31 years	263 10 --
Elland and Saddleworth	8 6 30	6,723 17 7	5	—	—	—
Ferrybridge and Boroughbridge	28 0 0	2,290 -- --	5	—	—	—
Gisburne and Long Preston	15 3 148	1,738 15 --	3	—	—	—
Godley Lane	1 6 0	2,081 8 7	3	—	—	—
Greenfield and Shepley Lane Head	14 6 154	1,898 16 11	none	55 -- --	above 30 years	—
Harrogate and Hewick, and Ripon and Pateley Bridge (United).	31 1 15	925 -- --	5	—	—	—
Hedon and Hull	7 7 113	1,120 -- --	3	—	—	—
Hedon and Patrington	12 3 140	975 -- --	3	—	—	—
Holme Lane End and Heckmondwike	4 3 165	1,300 -- --	4	—	—	—
Holmfirth District	4 1 52	{ 3,944 18 -- 855 -- --	one penny 2	{ —	—	—
Huddersfield and New Hey	19 3 96	3,980 13 4	2½	{ 171 -- -- 85 -- --	13 years 9 years	49 19 11 17 4 3
Huddersfield and Woodhead	13 3 91	2,037 7 6	3	—	since 1847	—
Hull and Beverley	8 4 21	575 -- --	2½	10 -- --	—	—
Hull, and Hedon, New	3 4 88	10,471 1 3	1½	—	—	—
Hull, Hessle, and Ferriby	4 2 0	1,000 -- --	3	—	—	—
Hull and Kirk Ella	5 6 0	1,081 15 1	3½	—	—	—
Keighley and Kendal, Yorkshire District	37 2 61	13,085 9 11	1½	—	—	—
Kirkstall, Otley, and Shipley	16 4 208	—	—	—	—	—
Knarborough and Greenhammerton	6 3 199	820 -- --	none	—	—	—

COUNTY AND NAME OF TRUST.	Length of Road.	Bonded Debt, 31st December 1869.	Rate of Interest.	Amount of Bonded Debt Unclaimed.	Length of Time during which such Debt has been Unclaimed.	Unpaid Interest due upon such Unclaimed Debt.
YORK—continued.	<i>Miles fur. yds.</i>	<i>£. s. d.</i>	<i>Per cent.</i>	<i>£. s. d.</i>		<i>£. s. d.</i>
Knaresborough and Pateley Bridge -	13 3 120	2,896 4 -	3	—	—	—
Leeds and Birstal -	5 6 39	11,685 - -	3	—	—	—
Leeds and Collingham -	6 7 110	700 - -	3	—	—	—
Leeds and Elland -	9 6 9	8,020 - -	one penny	—	—	—
Leeds and Harrogate -	12 0 0	1,000 - -	4	—	—	—
Leeds and Otley -	10 6 60	—	—	—	—	—
Leeds and Whitehall -	17 1 106	717 - -	5	—	—	—
Lees and Hebden Bridge -	8 3 83	1,500 - -	3	—	—	—
Lockwood and Meltham -	4 2 13	26,632 5 4	none	—	—	—
Middleton Tyas Lane End to Greta Bridge and Bowes.	15 1 72	4,381 18 3	1½	50 - -	17 years	17 - -
Mytholmroyd and Blackstone Edge -	6 4 0	1,305 - -	2	—	—	—
New Mill District -	8 2 70	516 10 -	3	—	—	—
Otley and Skipton -	15 0 0	3,200 - -	1½	—	—	—
Redhouse and Crofton -	11 4 155	2,830 - -	none	80 - -	upwards of 20 years	—
Richmond to Lucy Cross, and Gilling to Gatherley Moor.	8 4 0	1,109 2 11	none	—	—	—
Richmond and Reeth -	10 0 200	1,487 11 3	3½	—	—	—
Rochdale to Halifax and Elland -	21 4 1	2,275 14 3	3	—	—	—
Rotherham and Barnby Moor -	13 2 0	650 - -	1	—	—	—
Rotherham and Pleasley -	18 7 190	10,270 - -	5	—	—	—
Rotherham and Wortley -	7 2 0	1,830 - -	5	—	—	—
Salterhebble, Stainland, and Sowerby Bridge.	6 0 0	4,100 - -	1½	—	—	—
Seacroft to Scholes -	1 5 124	2,473 16 1	2½	—	—	—
Sedbergh -	61 0 0	2,188 - -	4	—	—	—
Selby and Leeds -	16 3 205	1,660 - -	3	—	—	—
Selby and Market Weighton -	18 1 200	1,150 - -	4	—	—	—
Shipley and Bramley -	7 1 212	2,839 - -	5	—	—	—
Skipton and Clitheroe -	18 2 0	806 - -	4	—	—	—
Skipton and Craco -	6 0 0	1,101 4 6	4½	—	—	—
Skipton and Knaresborough -	24 3 185	612 17 2	5	—	—	—
Stockton and Middlesbrough -	1 5 11	2,160 - -	3	—	—	—
Sunk Island -	8 4 50	1,302 12 6	2½	—	—	—
Tadcaster Bridge to Hob Moor, Lane End.	8 2 7	3,730 - -	4	—	—	—
Tadcaster and Halton Dial -	11 3 158	2,060 - -	4½	—	—	—
Tadcaster and Otley -	18 5 67	7,845 10 -	5	—	—	—
Thirsk -	29 7 33	1,915 - -	3	50 - -	from 1850	42 1 8
Thirsk and Masham -	16 7 33	1,019 18 9	3	—	—	—
Thirsk and Yarm -	19 6 213	6,947 7 10	3	—	—	—
Tisley and Doncaster (United) -	18 2 123	1,190 3 6	5	—	—	—
Todmorden -	27 1 97	6,805 - -	4½	—	—	—
Wadsley, Langset, and Sheffield -	13 7 132	16,930 4 4	5	—	—	—
Wakefield and Aberford -	11 5 146	1,915 - -	3	—	—	—
Wakefield and Austerlands -	27 5 189	—	—	—	—	—
Wakefield and Denby Dale -	11 3 165	4,526 1 4	2	233 15 -	from 1852	81 13 7
Wakefield to Sheffield -	22 0 210	7,845 10 -	none	186 15 -	from 1864	22 8 -
Wakefield and Weeland -	15 3 12	6,382 1 10	4 & 5	—	—	—
Wetherby and Knaresborough -	14 6 48	350 - -	3	—	—	—
Winston Bridge -	14 3 77	—	—	—	—	—
Workshop to Attercliffe -	15 2 11	2,050 - -	3	—	—	—
York and Boroughbridge -	17 1 139	7,601 15 -	3	—	—	—
York to Kexby Bridge, and Grimston to Stone Dale.	19 4 66	—	—	—	—	—
York to Oswaldkirk Bank -	18 3 86	—	—	—	—	—
	1,455 0 130	337,117 2 5	—	2,979 4 11	—	1,163 7 5
NORTH WALES:						
ANGLESEY:						
Beaumaris and Menai Bridge -	4 3 0	700 - -	5	—	—	—
Shrewsbury and Holyhead -	108 4 0	548 15 -	5	548 15 -	from 13 to 43 years	1,073 9 10
	112 7 0	1,248 15 -	—	548 15 -	—	1,073 9 10
CARNARVON:						
Carnarvonshire -	106 0 0	3,180 - -	4	326 - -	28 years	364 - -
Penmachno -	7 2 174	400 - -	3	—	—	—
Porthdinllaen and Nanthwynant -	43 0 80	890 - -	one penny	830 - -	for very many years	—
Ysppyty -	10 0 0	612 1 9	2	—	—	—
	10 0 0	540 - -	2½	—	—	—
	166 3 34	1,188 7 6	—	—	—	—
		6,750 9 3	—	1,156 -	—	364 - -

COUNTY AND NAME OF TRUST.	Length of Road.	Bonded Debt 31st December 1869.	Rate of Interest.	Amount of Bonded Debt Unclaimed.	Length of Time during which such Debt has been Unclaimed.	Unpaid Interest due upon such Unclaimed Debt.
DENBIGH:	<i>Miles fur. yds.</i>	<i>£. s. d.</i>	<i>Per cent.</i>	<i>£. s. d.</i>		<i>£. s. d.</i>
Barnhill and Wrexham - - -	11 2 10	2,121 11 2	4	—	—	—
Denbigh and Pentre Voelas - - -	16 0 0	1,500 — —	one penny	—	—	—
Llanrwst - - - - -	19 6 0	100 — —	5	100 — —	10 years	50 — —
Llanrwst and Abergele - - - -	17 6 0	10,000 — —	4	—	—	—
Ruthin to Mold - - - - -	10 0 0	1,028 1 4	2½	184 — —	15 years	26 12 —
St. Asaph and Conway - - - -	21 0 0	2,790 — —	4	—	—	—
Wrexham to Denbigh through Ruthin	25 7 0	2,896 13 7	5	163 12 —	17 years	72 4 6
Wrexham, Cerrig-y-Druidion Branch -	14 0 0	100 — —	5	—	—	—
Wrexham, Ruabon, and Llangollen -	33 0 0	2,024 8 1	4	—	—	—
	167 5 10	22,560 14 2	—	447 12 —	—	148 16 6
FLINT:						
Chester and Northop - - - -	11 0 0	3,810 4 3	3	—	—	—
Denbigh and Rhyddlan - - - -	18 0 0	60 — —	5	—	—	—
Flint, Holywell, and Mostyn - - -	63 7 53	6,922 — —	3	—	—	—
Lower King's Ferry - - - - -	32 5 0	20,595 19 2	one penny	—	—	—
Mold and Broughton and Branch - -	14 6 0	1,238 — —	4	—	—	—
Mold and Denbigh - - - - -	26 4 0	500 — —	4	—	—	—
Overton District - - - - -	23 0 0	400 — —	5	—	—	—
Pontblyddyn and Llandegla - - -	13 0 0	1,850 — —	3	—	—	—
Whitchurch and Marchiel - - - -	27 0 0	2,875 — —	4	—	—	—
Wrexham and Mold - - - - -	11 0 0	1,894 — —	4	—	—	—
	240 6 53	40,145 3 5	—	—	—	—
MERIONETH:						
Aberdovey District - - - - -	16 1 170	668 13 6	5	—	—	—
Bala District - - - - -	63 5 0	1,655 — —	3½	—	—	—
Dolgelly, Mowddy, and Towyn - - -	95 4 0	5,134 10 6	3½	1,740 — —	varying from 6 to 20 years	670 2 11
Edeirnion - - - - -	34 2 206	1,887 — —	3½	—	—	—
Festiniog, Maentwrog, and Harlech -	46 0 0	3,331 — —	3½	—	—	—
Portmadoc and Beaver Pool Bridge -	13 2 149	4,845 — —	4½	—	—	—
	269 0 85	17,519 4 —	—	1,740 — —	—	670 2 11
MONTGOMERY:						
Cilgwrnog, Bettws, and Tregynon -	5 6 0	7,200 — —	3	—	—	—
Montgomery, Second District - - -	53 2 0	2,684 — —	3	—	—	—
Montgomeryshire, First District:						
Abermule by Glanmule, &c. - - -	8 6 0	1,397 — —	5	—	—	—
Abermule to Llandyssil and Goltre Road.	3 0 0	554 — —	5	—	—	—
Berriew to the Addfa - - - - -	10 0 0	1,532 — —	3	—	—	—
Efelfach to Tregynon - - - - -	7 0 0	—	—	—	—	—
Llangerrig to Tynycoed - - - - -	3 0 0	—	—	—	—	—
Llanidloes to Steddfagerrig and Tyliwch.	22 4 0	1,795 — —	5	—	—	—
Llanidloes through Trefeglwys to Caersws, &c. - - - -	19 0 0	220 — —	5	—	—	—
Montgomery to Garth Mill - - - -	2 6 0	—	—	100 — —	not known	—
Newtown and Caersws to Pontdolgoch.	2 2 0	630 — —	5	—	—	—
Newtown to Canmant Bridge - - -	8 0 0	5,676 — —	5	—	—	—
Newtown and Kerry to the Blue Bell.	11 0 0	2,407 — —	5	—	—	—
Newtown to Llanidloes - - - - -	13 4 0	1,933 — —	5	—	—	—
Newtown to New Mills Bridge - - -	7 0 0	1,458 — —	5	—	—	—
Newtown to Talurddig - - - - -	14 0 0	3,642 — —	5	—	—	—
Rhiew Bridge to Newtown - - - -	8 4 0	800 — —	5	—	—	—
Montgomeryshire, Second District -	99 2 0	—	4	—	—	—
Montgomeryshire, Third District -	85 6 0	10,392 — —	4	—	—	—
Montgomeryshire, Blackwaters and Red-nall Branch.	12 4 0	676 16 —	5	90 — —	8 years	35 2 6
Montgomeryshire, Fourth District -	59 5 197	6,519 10 —	5	20 — —	22 years	22 — —
	456 3 197	49,516 6 —	—	210 — —	—	57 2 6

SUMMARY.

COUNTY.	Length of Road.	Bonded Debt, 31st December 1869.	Rate of Interest.	Amount of Bonded Debt Unclaimed.	Length of Time during which such Debt has been Unclaimed.	Unpaid Interest due upon such Unclaimed Debt.
ENGLAND:	<i>Miles fur. yds.</i>	<i>£. s. d.</i>		<i>£. s. d.</i>		<i>£. s. d.</i>
BEDFORD - - - -	85 0 155	10,608 3 4	—	—	—	—
BERKS - - - -	147 5 37	20,890 13 4	—	—	—	—
BUCKS - - - -	118 7 155	9,961 - -	—	150 - -	—	85 13 4
CAMBRIDGE - - -	201 7 53	15,290 2 -	—	3,350 - -	—	349 13 9
CHESTER - - - -	477 7 124	88,144 17 6	—	3,330 10 -	—	775 16 1
CORNWALL - - - -	405 3 101	73,989 18 7	—	—	—	—
CUMBERLAND - - -	362 7 50	57,552 7 11	—	400 - -	—	184 13 -
DERBY - - - -	470 3 77	123,164 - 6	—	604 12 6	—	288 6 6
DEVON - - - -	996 7 122	322,659 16 11	—	8,061 1 -	—	10,104 - 8
DORSET - - - -	433 0 152	94,170 2 11	—	—	—	—
DURHAM - - - -	312 3 18	40,774 4 -	—	100 - -	—	53 - -
ESSEX - - - -	28 4 22	150 - -	—	150 - -	—	301 5 -
GLOUCESTER - - -	750 4 96	134,041 3 8	—	1,160 6 8	—	194 3 10
HANTS - - - -	941 1 15	62,743 12 -	—	3,405 - -	—	535 9 10
HEREFORD - - - -	267 6 141	18,089 2 7	—	—	—	—
HERTFORD - - - -	204 1 154	12,184 12 -	—	800 - -	—	60 - -
HUNTINGDON - - -	100 1 211	9,914 19 5	—	—	—	—
KENT - - - -	355 1 153	80,209 11 10	—	2,120 12 -	—	808 4 8
LANCASTER - - - -	607 5 162	270,227 7 1	—	477 11 3	—	556 5 7
LEICESTER - - - -	346 0 180	21,991 8 8	—	1,258 4 -	—	1,047 7 8
LINCOLN - - - -	368 1 26	32,685 4 7	—	412 6 8	—	390 18 7
MIDDLESEX - - - -	81 1 163	24,268 18 1	—	140 - -	—	95 7 5
MONMOUTH - - - -	293 3 212	39,555 12 5	—	71 - 6	—	3 3 10
NORFOLK - - - -	291 3 86	15,940 - -	—	450 - -	—	390 - -
NORTHAMPTON - - -	391 3 65	41,867 12 9	—	1,729 6 8	—	635 13 10
NORTHUMBERLAND -	428 6 111	61,534 - -	—	600 - -	—	199 5 7
NOTTINGHAM - - -	268 7 51	45,296 7 3	—	839 3 6	—	263 3 -
OXFORD - - - -	318 3 207	57,158 1 8	—	225 - -	—	172 17 5
RUTLAND - - - -	67 2 7	8,172 6 6	—	1,000 - -	—	2,250 - -
SALOP - - - -	703 3 176	66,178 10 1	—	4,900 - -	—	4,029 19 -
SOMERSET - - - -	912 0 32	126,338 19 1	—	625 - -	—	503 15 5
STAFFORD - - - -	704 2 105	90,912 15 4	—	381 3 4	—	167 - 5
SUFFOLK - - - -	120 4 51	13,993 - -	—	100 - -	—	38 10 -
SURREY - - - -	125 3 112	35,809 19 1	—	1,168 4 -	—	58 17 6
SUSSEX - - - -	465 3 79	125,277 2 -	—	1,040 16 -	—	154 3 5
WARWICK - - - -	495 3 76	32,255 14 7	—	4,350 - -	—	386 14 10
WESTMORELAND - -	213 6 24	23,209 18 3	—	35 - -	—	28 9 11
WILTS - - - -	442 0 89	55,866 7 11	—	—	—	—
WORCESTER - - - -	518 4 12	21,911 8 11	—	681 13 4	—	258 1 11
YORK - - - -	1,455 0 130	337,117 2 5	—	2,979 4 11	—	1,163 7 5
NORTH WALES:						
ANGLESEY - - - -	112 7 0	1,248 15 -	—	548 15 -	—	1,073 9 19
CARNARVON - - - -	166 3 34	6,750 9 3	—	1,156 - -	—	364 - -
DENBIGH - - - -	167 5 10	22,560 14 2	—	447 12 -	—	148 16 5
FLINT - - - -	240 6 53	40,145 3 5	—	—	—	—
MERIONETH - - - -	269 0 85	17,519 4 -	—	1,740 - -	—	670 2 11
MONTGOMERY - - -	456 3 197	49,516 6 -	—	210 - -	—	57 2 6
	17,692 4 141	2,859,846 17 -	—	51,196 3 4	—	28,916 - 4

**TURNPike TRUSTS (ENGLAND AND
NORTH WALES).**

RETURNS from each TURNPIKE Trust in *England and North Wales*, stating the Length of Road in Miles, Furlongs, and Yards; of the Amount of BONDED DEBT on 31 December 1868, distinguishing what Portions (if any) are Unclaimed, and for what Length of Time; and, of the Amount of UNPAID INTEREST due upon such UNCLAIMED DEBTS.

(*Mr. Knatchbull-Hugessen.*)

*Ordered, by The House of Commons, to be Printed,
10 August 1870.*

TURNPIKE TRUSTS.

RETURN to an Address of the Honourable The House of Commons,
dated 13 June 1870;—for,

“ RETURN of the TURNPIKE TRUSTS which will remain on the 1st day of July next arranged in Two Divisions, viz., those which are Free and those which are not Free from Bonded Debt, distinguishing those (*a*) where the Local Act has not expired from those (*b*) where the Local Act has expired; stating, in each case, the Year when the Local Act will expire or did expire, the Amount of Tolls received in 1868, and the Amount of Bonded Debt on the 31st day of December 1868; and, in regard to Division 2 (*b*), stating, in addition, the Amount of Bonded Debt at the Date of the Expiration of the Local Act, and the Amount of Debt paid off during the last Ten Years (from 1859 to 1868 inclusive) at Par, or by Composition, and the Amount of Composition so paid.”

Home Office, Whitehall, }
27 June 1870.

E. H. KNATCHBULL-HUGESSEN.

(*Mr. Knatchbull-Hugessen.*)

Ordered, by The House of Commons, to be Printed,
1 July 1870.

RETURN of the TURNPIKE TRUSTS which will remain on the 1st day of July next, arranged in two Divisions, viz., those which are Free and those which are not Free from Bonded Debt, distinguishing those (a) where the Local Act has not expired from those (b) where the Local Act has expired; stating in each case the Year when the Local Act will expire or did expire, the Amount of Tolls received in 1868, and the Amount of Bonded Debt on the 31st day of December 1868; and in regard to Division 2 (b), stating in addition the Amount of Bonded Debt at the Date of the Expiration of the Local Act, and the Amount of Debt paid off during the last Ten Years (from 1859 to 1868 inclusive) at Par, or by Composition, and the Amount of Composition so paid.

DIVISION I (a).—TURNPIKE TRUSTS Free from Debt, where the Local Act has not expired.

COUNTY, AND NAME OF TRUST.	Date at which the Local Act will Expire.	Tolls, 1868.	COUNTY, AND NAME OF TRUST.	Date at which the Local Act will Expire.	Tolls, 1868.
County of Bucks:		£. s. d.	County of Lincoln:		£. s. d.
Colnbrook, Datchet, and Slough - - -	1872	953 13 4	Lincoln, Newark Road - - - -	1872	363 6 8
County of Cambridge:			" Steaford Road - - - -	1872	650 - -
Cambridge and Ely ("The South District")	1873	1,396 - -	Spilaby, Burton's Corner District - -	1876	184 6 8
Stump Cross - - - -	1872	328 13 4			1,197 13 4
County of Chester:		1,724 13 4	County of Middlesex:		
Nantwich and Woore - - - -	1874	492 18 1	Metropolis Roads, North of the Thames -	1884	23,644 6 8
Stockport and Warrington and Washway (united)* - - - -	1877	2,483 18 3	County of Norfolk:		
County of Cumberland:		2,976 16 4	Ely to Downham ("The North District")	1873	595 - -
Carlisle and Temon - - - -	unlimited	131 - -	County of Northampton:		
County of Derby:			Banbury and Lutterworth Road, Banbury to Drayton - - - -	1871	908 - -
Greenhill Moor and Eckington - - -	1871	825 - -	Ditto - Lutterworth to Badby - -	1871	484 15 -
County of Durham:					1,392 15 -
Gateshead and Hexham - - - -	1876	937 4 -	County of Nottingham:		
County of Lancaster:			Nottingham and Newhaven, First District	1877	2,220 - -
Standedge and Oldham - - - -	1884	563 - -	County of Somerset:		
County of Leicester:			Yeovil - - - -	1873	1,300 - -
Hinckley and Narborough - - - -	1873	1,185 9 1	County of Stafford:		
Market Harborough and Loughborough -	1884	2,534 3 5	Lawton, Burslem, and Newcastle-u-nder-Lyme	1880	2,402 - -
		3,719 12 6	County of Sussex:		
			Beach Down to Heathfield, Robertabridge, &c.	1873	279 10 -
			Brighton, Shoreham, and Lancing - -	1872	1,504 9 5
					1,783 19 6
			County of York:		
			Sunk Island - - - -	unlimited	120 - -

* The Local Act for the Washway (Crossford Bridge to Altrincham) Trust expired in 1848.

DIVISION I (b).—TURNPIKE TRUSTS Free from Debt, where the Local Act has expired.

COUNTY, AND NAME OF TRUST.	Date at which the Local Act Expired.	Tolls, 1868.	COUNTY, AND NAME OF TRUST.	Date at which the Local Act Expired.	Tolls, 1868.
County of Bedford:		£. s. d.	County of Hants:		£. s. d.
Puddlehill - - - -	1835	235 15 -	Isle of Wight Highways - - - -	1834	2,509 - -
County of Cambridge:			Portsmouth and Sheetbridge - - - -	1842	1,203 - 7
Arrington - - - -	1838	661 - -	Southampton, South District - - - -	1844	477 15 7
Hauxton and Dunsbridge - - - -	1849	610 - -	Winchester, Upper District - - - -	1833	839 14 1
Paper Mills - - - -	1836	640 16 8			5,034 10 3
County of Chester:		1,911 16 8	County of Hertford:		
Chester and Tarvin - - - -	1860	720 - -	Cheshunt - - - -	1864	2,147 8 4
Stockport and Warrington and Washway (united)* - - - -	1848	- -	Wadesmill - - - -	1842	805 10 -
County of Cumberland:					2,952 18 4
Kingstown and Westlinton Bridge - - -	1848	96 16 8	County of Kent:		
Longtown - - - -	1861	247 15 4	Dover to Barham Downs - - - -	1844	576 4 1
County of Gloucester:		344 12 -	Tonbridge - - - -	1866	1,108 - -
Cheltenham and Tewkesbury - - - -	1839	951 5 -	Whitstable - - - -	1845	259 2 2
Maisemore - - - -	1864	679 11 8			1,943 6 3
Northgate - - - -	1848	605 14 4	County of Lancaster:		
Over - - - -	1864	1,395 - -	Crossford Bridge and Manchester - - -	1862	2,200 - -
Stow and Moreton (united) - - - -	1863	2,292 15 2	Manchester and Saltersbrook - - - -	1847	3,348 - -
Tewkesbury - - - -	1847	1,767 4 -			5,548 - -
		7,681 10 2	County of Leicester:		
			Bridgeford Lane and Kettering (South part of Northern Division) - - - -	1844	482 14 11
			Burton Bridge to Market Bosworth - -	1862	715 - -
			Melton Mowbray - - - -	1846	968 15 4
					2,166 10 3

* The Local Act for the Stockport and Warrington Trust does not expire until 1877.

DIVISION I (b).—Turnpike Trusts Free from Debt, where the Local Act has expired—continued.

COUNTY, AND NAME OF TRUST.	Date at which the Local Act Expired.	Tolls, 1868.	COUNTY, AND NAME OF TRUST.	Date at which the Local Act Expired.	Tolls, 1868.
County of Lincoln:			County of Stafford:		
Bourn - - - - -	1844	£. s. d. 311 10 -	Ashby-de-la-Zouch to Tutbury - -	1845	856 13 4
Bridge End - - - - -	1846	460 5 11	Birmingham and Wednesbury - -	1863	4,454 5 11
Deeping and Morcott - - - - -	1860	724 13 3	Lichfield (united) - - - - -	1863	1,013 17 1
Foston Bridge and Witham Common - -	1861	11 16 8	Streetway and Wordsley Green, and Wolver-		
Spalding Barrier Bank - - - - -	1869	65 - -	hampton and Cannock - - - - -	1860	1,325 - -
		1,573 5 10	Tamworth - - - - -	1863	1,011 16 4
County of Monmouth:			Walton-in-Stone to Eccleshall - -	1864	219 10 -
Chepstow - - - - -	1843	936 16 6	Wolverhampton, Old District - -	1862	2,925 - 8
					11,806 3 4
County of Norfolk:			County of Suffolk:		
Lynn, East Gate - - - - -	1862	1,134 3 4	Ipswich to South Town, and Darsham to		
Lynn and Wisbech - - - - -	1844	1,550 13 4	Bungay - - - - -	1849	1,276 - -
Norwich, Swaffham, and Mattishall -	1866	768 1 8			
		3,452 18 4	County of Sussex:		
County of Northampton:			Broil Park Gate to Battle - - -	1842	645 10 -
Buckingham and Hanwell, Lower Division -	1863	748 - -	Horsebridge and Horeham - - -	1846	742 13 11
Dunchurch - - - - -	1848	590 - -	Lewes and Brighton - - - - -	1864	483 - 6
Market Harborough and Welford - -	1843	1,165 8 4	Midhurst and Sheetbridge - - -	1846	226 19 4
Warwick and Northampton - - - -	1863	1,593 - -			2,103 3 9
		4,096 8 4	County of Warwick:		
County of Northumberland:			Birmingham and Spernal Ash - -	1849	824 18 4
Alnmouth and Hexham, Eastern District -	1842	500 - -	Birmingham and Watford Gap, Kingsbury		
Alnwick and Eglingham - - - - -	1847	228 - -	Branch - - - - -	1847	183 3 8
Wooler and Adderstone - - - - -	1846	274 7 6	Dunchurch and Stonebridge - - -	1845	597 10 -
		1,002 7 6	Great Kington and Wellesbourne - -	1864	250 18 4
County of Nottingham:			Rugby and Lutterworth - - - -	1869	326 5 -
Bawtry and Scrooby - - - - -	1834	618 10 -	Wellesbourne and Stratford - - -	1864	217 1 9
Bingham - - - - -	1842	272 10 -			2,399 17 1
Foston Bridge to Little Drayton - -	1842	584 - -	County of Worcester:		
Nottingham and Kettering, Northern Dis-	1844	335 - -	Evesham, First District, Pershore Division	1843	456 6 8
trict - - - - -		1,810 - -			
County of Oxford:			County of York:		
Burford, Chipping Norton, Banbury, and			Birstal and Huddersfield - - -	1867	1,026 10 10
Aynho - - - - -	1863	1,387 2 3	Boroughbridge and Durham (part) - -	1863	626 13 4
Drayton Lane to Edgehill - - - -	1843	241 - -	Dewsbury and Ealand - - - - -	1867	1,770 - -
Gosford Road - - - - -	1842	182 6 8	Doncaster to Bawtry - - - - -	1863	284 15 -
		1,810 8 11	Leeds and Harrogate - - - - -	1870	670 - -
County of Rutland:			Tadcaster Bridge to Hob Moor Lane End -	1864	486 - -
Nottingham and Kettering, South Division	1844	505 3 -	Wakefield and Austerlands - - -	1862	3,385 - -
Oakham - - - - -	1833	454 15 -	Wetherby and Knaresborough - - -	1845	390 - -
		959 18 -	York and Boroughbridge - - - -	1839	320 - -
County of Somerset:			York to Kexby Bridge, and Grimston to		
Radstock - - - - -	1861	962 11 -	Stone Dale - - - - -	1848	1,065 - -
					10,022 19 2
			County of Montgomery:		
			Montgomeryshire, First District:		
			Efeffach to Tregynon - - - -	1865	29 - -
			Llangerrig to Tynycoed - - - -	1865	- - -

SUMMARY of DIVISION I.—TURNPIKE TRUSTS FREE FROM DEBT.

COUNTY.	(a) Where the Local Act has not Expired.		(b) Where the Local Act has Expired.		COUNTY.	(a) Where the Local Act has not Expired.		(b) Where the Local Act has Expired.	
	No.	Tolls, 1868.	No.	Tolls, 1868.		No.	Tolls, 1868.	No.	Tolls, 1868.
		£. s. d.		£. s. d.			£. s. d.		£. s. d.
Bedford - - - - -	-	-	1	235 15 -	Nottingham	1	2,320 - -	4	1,810 - -
Berks - - - - -	-	-	-	-	Oxford	-	-	3	1,810 8 11
Bucks - - - - -	1	953 13 4	-	-	Rutland - - - - -	-	-	2	969 18 -
Cambridge - - - - -	2	1,724 13 4	3	1,911 16 8	Salop - - - - -	-	-	-	-
Chester - - - - -	2	2,976 16 4	1	720 - -	Somerset - - - - -	1	1,300 - -	1	962 11 -
Cornwall - - - - -	-	-	-	-	Stafford - - - - -	1	2,402 - -	7	11,806 3 4
Cumberland - - - - -	1	181 - -	2	344 12 -	Suffolk - - - - -	-	-	1	1,276 - -
Derby - - - - -	1	825 - -	-	-	Surrey - - - - -	-	-	-	-
Devon - - - - -	-	-	-	-	Sussex - - - - -	2	1,783 19 5	4	2,103 3 9
Dorset - - - - -	-	-	-	-	Warwick - - - - -	-	-	6	2,399 17 1
Durham - - - - -	1	987 4 -	-	-	Westmorland - - - -	-	-	-	-
Essex - - - - -	-	-	-	-	Wilts - - - - -	-	-	-	-
Gloucester - - - - -	-	-	6	7,681 10 2	Worcester - - - - -	-	-	1	456 6 8
Hants - - - - -	-	-	4	5,034 10 3	York - - - - -	1	120 - -	10	10,022 19 2
Hereford - - - - -	-	-	-	-					
Hertford - - - - -	-	-	2	2,952 18 4	NORTH WALES:				
Huntingdon - - - - -	-	-	-	-	Anglesey - - - - -	-	-	-	-
Kent - - - - -	-	-	3	1,943 6 3	Carnarvon - - - - -	-	-	-	-
Leicester - - - - -	1	563 - -	2	5,548 - -	Denbigh - - - - -	-	-	-	-
Leicester - - - - -	2	3,719 12 6	3	2,166 10 3	Flint - - - - -	-	-	-	-
Lincoln - - - - -	3	1,197 13 4	5	1,573 5 10	Merioneth - - - - -	-	-	-	-
Middlesex - - - - -	1	23,643 6 8	-	-	Montgomery - - - - -	-	-	1	29 - -
Monmouth - - - - -	-	-	1	936 16 6					
Norfolk - - - - -	1	595 - -	3	3,452 18 4					
Northampton - - - - -	2	1,392 15 -	4	4,096 8 4					
Northumberland - - - - -	-	-	3	1,002 7 6					
						24	46,485 13 11	83	73,237 3 4

DIVISION II (a).—TURNPIKE TRUSTS which are not Free from Bonded Debt, and where the Local Act has not Expired.

NAMES OF COUNTIES AND TRUSTS.	Revenue received from Tolls.	Bonded or Mortgage Debts.	Rate of Interest per Cent.	Date of Expiry of Local Act.	NAMES OF COUNTIES AND TRUSTS.	Revenue received from Tolls.	Bonded or Mortgage Debts.	Rate of Interest per Cent.	Date of Expiry of Local Act.
ENGLAND AND WALES:					County of Derby:				
County of Bedford:					£. s. d.	£. s. d.			
Bedford and Kimbolton -	302 - -	2,456 13 4	½	1873	Ashborne to Belper Bridge -	313 - -	d 5,399 11 8	2	1887
Bedford and Woburn -	331 - -	830 - -	4	1871	Ashborne, Sudbury, and Yoxall	461 - -	2,732 3 -	2	1886
Luton District -	574 19 -	5,183 10 -	3	1877	Bridge -	38 - -	1,703 6 8	none	1883
£.	1,207 19 -	8,470 3 4			Birkin Lane -				
County of Berks:					Cavendish Bridge and Hulland				
Beaselsleigh to Hungerford -	653 2 -	1,550 - -	3½	1881	Ward -	1,307 13 4	e 1,300 - -	5	1876
Shillingford, Wallingford, and					Chapel-en-le-Frith -	693 10 11	f 5,816 14 -	3½	1875
Reading -	1,176 16 8	1,166 13 4	4	1873	Chesterfield and Hernstone				
Wallingford, Wantage, and Pa-					Lane Head -	2,253 - -	1,927 12 6	4	1880
ringdon -	1,218 6 8	3,110 - -	5	1872	Chesterfield, Newbold, and				
£.	3,048 5 4	5,826 13 4			Dunstone -	572 7 7	1,250 - -	4	1886
County of Bucks:					Chesterfield to Worksop -	528 18 4	6,239 10 -	2	1881
Buckingham and Towcester -	392 - -	1,340 - -	none	1875	Cromford and Belper -	378 13 4	5,004 15 4	2½	1886
County of Cambridge:					Cromford and Newhaven -	326 - -	3,056 - -	3	1871
Littleport to Welney ("The					Derby, Ashborne, and Hurdloe	792 - -	100 - -	4½	1872
North-west District") -	122 10 -	887 10 -	none	1873	Derby, Duffield, Wirksworth,				
Wimpole and Potton -	215 8 4	3,150 - -	none	1874	and Sheffield -	4,625 16 8	1,655 14 1	3½	1872
£.	337 18 4	4,037 10 -			Glossop and Marple Bridge -	761 3 8	3,326 5 -	3½	1881
County of Chester:					Haddon and Bentley -	355 14 10	5,150 - -	1	1880
Chester, Farndon, and Worthen-					Nottingham and Newhaven,				
bury -	420 - -	a 7,600 - -	4 & 4½	1875	Third District -	1,150 - -	4,850 - -	4	1877
Congleton and Buxton -	135 11 9	4,225 10 -	none	1881	Oakethorpe and Ashborne -	382 - -	950 - -	3½	1877
Macclesfield and Buxton -	204 15 -	8,375 8 8	1½	1873	Sheffield and Chapel-en-le-				
Macclesfield and Chapel-en-le-					Frith -	2,785 - -	18,378 - -	3	1883
Frith -	193 14 1	3,798 16 -	1	1878	Sheffield and Glossop -	677 5 9	3,628 15 8	2	1872
Macclesfield and Congleton -	440 16 4	600 - -	4½	1871	Tupton and Ashover -	90 - -	1,150 - -	none	1883
Manchester and Buxton -	5,018 - -	7,947 11 6	3½	1881	£.	18,491 4 5	73,618 7 11		
Manchester, Hyde, and Mottram	2,935 19 3	14,804 5 -	2	1879	County of Devon:				
Manchester and Wilmslow -	3,355 16 8	5,822 1 5	4	1882	Barnstaple -	4,276 - -	25,580 - -	3	1880
Stockport and Ashton -	2,363 8 1	2,465 15 -	4	1885	Bideford -	2,708 15 -	g 9,555 - -	3½	1876
Stockport and Marple -	488 8 8	2,183 4 4	2	1873	Braunton -	414 16 5	6,517 - -	5	1872
Thornsett -	600 - -	9,955 - -	2	1885	Braunton and Ilfracombe	334 2 3	4,157 - -	5	1873
Wilmslow and Lawton -	896 5 -	2,006 10 10	4	1878	Combmartin and Ilfracombe	294 19 3	6,250 - -	4	1887
Woodside and Hoylake -	400 - -	60 - -	5	1872	Countess Wear Bridge -	68 - -	1,125 - -	none	1873
£.	17,452 14 10	69,844 2 9			Exeter -	6,485 - -	h 28,550 - -	4	1873
County of Cornwall:					Great Torrington -	1,277 - 3	8,426 10 -	3	1879
Bodmin -	1,795 - -	b 3,360 - -	3	1881	Honiton -	677 7 10	5,200 - -	3½	1876
Helston -	1,890 - -	10,375 - -	3	1876	Honiton and Ilminster -	166 16 -	11,367 2 6	5	1871
Launceston -	1,875 - -	9,450 - -	3½	1882	Honiton and Sidmouth	330 - -	2,400 - -	2½	1877
Liskeard -	1,657 11 10	7,688 - -	4	1873	Kingsbridge and Dartmouth -	1,936 - -	i 15,323 17 6	1½	1881
Pensance and St. Just -	623 - -	6,550 - -	5	1884	Plymouth, Eastern	601 - -	k 1,400 - -	4½	1872
Saltash -	791 13 4	14,409 5 -	½	1881	Plymouth and Exeter Road	190 1 -	2,500 - -	4	1873
£.	8,632 5 2	51,852 5 -			Sidmouth and Cullompton -	224 10 -	l 6,775 - -	5	1875
County of Cumberland:					Tiverton -	2,611 - -	m 34,625 - -	2½	1882
Alston -	1,894 11 2	25,123 2 11	none	1874	Torquay -	4,897 16 8	n 18,550 - -	4½	1871
Carlisle and Esomont Bridge,					£.	27,492 4 8	188,301 10 -		
Northern Division -	408 15 -	1,200 - -	3½	1882	County of Dorset:				
Ditto - Southern Division -	342 13 4	600 - -	3½	1882	Backwater Bridge and Road -	73 - 11	5,755 - -	5	1878
Cockermouth and Maryport -	1,048 - -	c 6,300 - -	4½	1874	Blandford and Wimborne -	168 17 5	1,800 - -	2½	1882
Penrith and Cockermouth -	1,672 11 3	9,689 5 -	3	1877	Bridport, First District -	1,259 16 1	10,945 - -	3	1876
£.	5,366 10 9	42,912 7 11			Bridport, Second District	965 - -	11,874 - 5	2	1883
					Bridport and Broadwinor -	385 - -	2,644 - -	3	1876
					Harnham, Blandford, and Dor-				
					chester -	1,352 6 8	7,770 - -	2	1881
					Lyme Regis -	1,094 - -	5,700 - -	3½ & 3½	1876
					Ditto - Crewkerne Branch	65 - -	700 - -	3	1876
					Maiden Newton -	1,071 - -	450 - -	5	1871
					Poole -	1,587 10 4	8,900 - -	3	1881
					Wareham (Three Branches) -	1,119 - -	3,000 - -	4	1875
					Wimborne and Piddletown -	415 10 -	23,865 - -	5	1872
					£.	9,556 1 5	38,403 - 5		

a Including 2,000 l. on which the interest has been relinquished.
b Including 500 l. at 4½ per cent., and 300 l. not bearing interest.
c Including 1,100 l. at 5 per cent.
d Including 1,409 l. 11 s. 8 d. at 2½ per cent.
e Including 500 l. at 4 per cent.
f Including 1,430 l. at 5 per cent.
g Including 400 l. at 4, and 1,000 l. at 4½, per cent.

h Including 1,900 l. at 3½ per cent.
i Including 1,500 l. at 3, and 2,403 l. 17 s. 6 d. at 2½, per cent.
k Including 100 l. at 4 per cent.
l Including 1,250 l. at 4½ per cent.
m Including 4,925 l. at 1½ per cent.
n Including 4,450 l. at 4 per cent.

DIVISION II (a).—Turnpike Trusts which are not Free from Bonded Debt, and where the Local Act has not Expired—*cont^d*.

NAMES OF COUNTIES AND TRUSTS.	Revenue received from Tolls.	Bonded or Mortgage Debts.	Rate of Interest per Cent.	Date of Expiry of Local Act.	NAMES OF COUNTIES AND TRUSTS.	Revenue received from Tolls.	Bonded or Mortgage Debts.	Rate of Interest per Cent.	Date of Expiry of Local Act.
County of Durham:	£. s. d.	£. s. d.			County of Lancaster:	£. s. d.	£. s. d.		
erwent and Shotley Bridge -	371 16 5	7,521 - -	2½	1887	Blackburn to Addingham and				
ggleston Roads -	543 - -	600 - -	5	1881	Cocking End -	4,687 17 -	7,526 13 4	4	1877
£.	914 16 5	8,121 - -			Blackburn and Preston -	1,050 - -	d 18,158 2 6	2	1889
County of Gloucester:					Bolton and Blackburn -	1,746 5 7	13,005 - -	3½	1883
Beltenham -	1,234 5 8	3,349 - -	3½	1884	Bolton and Nightingales -	2,300 - -	10,161 10 -	3	1876
Beltenham and Gloucester -	371 16 8	11,838 8 6	1	1872	Bolton and St. Helen's -	1,562 8 4	2,630 4 8	4	1882
Beltenham and Painswick -	371 1 8	1,872 17 10	2½	1873	Bolton and Westhoughton -	346 12 -	1,370 - -	5	1873
Sirencester -	3,035 - -	10,587 - -	4	1883	Bury and Bolton -	942 15 -	8,646 15 3	2	1873
Leeve and Evesham -	399 8 1	4,786 2 6	1	1877	Dryclough, Shaw, and Rochdale	1,226 - -	20,174 10 -	5	1884
Forest of Dean -	2,632 18 6	a 22,490 - -	5	1890	Edenfield Chapel to Little				
Law Bridge -	144 3 4	b 24,257 10 -	3	1883	Bolton -	2,081 4 3	9,887 15 1	3½	1882
Huntley Roads -	832 16 9	2,635 - -	3	1879	Elton and Blackburn -	640 - -	c 17,855 10 10	2½	1886
Kingswood -	233 8 4	2,295 - -	2	1875	Finnington and Chorley -	286 4 4	367 17 8	5	1873
Lightpill and Birdlip -	468 - -	2,010 6 -	2	1876	Garstang and Heiring-syke -	546 10 -	11,024 19 10	2½	1871
Pucklechurch -	357 - -	320 - -	none	1885	Haslingden and Todmorden -	3,742 - 10	12,854 14 -	3½	1880
Stroud and Bisley -	110 - -	837 10 -	"	1873	Manchester and Ashton-under-				
Stroud, Caincross, and Min-					Lyne New Road -	733 6 8	8,298 10 7	½	1872
chinchampton, Lower Division	200 - -	1,681 5 7	1	1876	Manchester and Bury New Road	1,900 - -	3,265 8 10	none	1874
Ditto - Upper Division	88 9 8	688 - -	none	1876	Mather Fold -	71 10 4	130 - -	3½	1883
Stroud and Chalford -	730 1 8	2,683 10 -	1	1876	Moosa Gate District -	1,478 6 8	335 - -	5	1875
Stroud and Gloucester -	310 15 -	5,178 16 6	1½	1872	Ditto - Ringley District -	495 17 4	3,090 - -	5	1886
Stroud, Painswick, and Glou-					Oldham and Ripponden -	763 - -	10,800 13 -	2½	1882
cester -	733 1 8	4,073 5 11	3	1875	Preston and Garstang -	1,040 - -	5,702 16 10	2	1873
Fewkesbury, Severn Bridge and					Prestwich, Bury, and Radcliffe	2,218 11 6	1,800 - -	4	1878
Roads -	555 - -	16,150 - -	3	1871	Ridghill and Lanes, and Hole-				
Winchcomb -	1,086 10 -	4,486 11 1	2	1872	house -	605 - -	2,124 9 5	4	1878
£.	13,893 17 -	122,220 3 11			Rochdale and Edenfield -	660 - -	5,041 10 -	3	1881
County of Hants:					Sharples and Hoghton -	329 13 3	2,715 6 -	1½	1873
Andover and Basingstoke -	728 - -	200 - -	4	1871	Standedge and Oldham:				
Andover and East Itley -	574 1 8	2,950 - -	3	1885	Ditto - Dobcross Road -	30 5 11	873 - -	3	1884
Andover Station -	50 4 3	5,550 - -	4	1871	Ditto - Delph Road -	26 2 1	2,000 - -	3	1894
Christchurch and Lyndhurst -	65 18 3	2,250 - -	5	1872	Sudden Bridge to Bury -	1,051 3 6	5,518 - 6	3	1878
London and Southampton -	42 10 -	5,160 - -	1	1873	Ulverstone, Milnthorpe, and				
Romsey, Stockbridge, and Wal-					Lancaster -	741 1 -	8,274 - -	none	1874
lop -	413 8 4	1,450 - -	3½	1873	Wigan and Preston, North of				
Stockbridge and Basingstoke -	231 14 3	1,700 - -	2	1876	Yarrow -	940 - -	26,255 - -	3	1876
Winchester Road -	396 6 8	c 5,426 6 -	2	1883	£.	34,230 15 7	217,797 8 4		
Winchester and Petersfield -	435 - -	1,000 - -	2½	1875	County of Leicester:				
£.	2,937 3 5	25,686 6 -			Ashby-de-la-Zouch -	1,200 15 -	400 - -	5	1873
County of Hereford:					Desford -	320 5 -	1,415 11 6	2½	1873
Bromyard -	1,430 - -	3,700 - -	4½	1873	Hinckley and Melbourne -	867 15 -	1,880 - -	3½	1880
Kington -	1,430 - -	2,752 - -	5	1873	Leicester and Welford -	808 - -	2,961 8 10	3½	1877
Leominster and Ledbury -	234 - -	1,706 18 7	none	1876	Loughborough to Ashby-de-				
Ross -	2,300 - -	3,300 - -	4	1883	la-Zouch, &c., and Lough-	1,369 - -	2,720 - -	3½	f 1884
£.	5,394 - -	11,458 18 7			borough to Cavendish				
County of Hertford:					Bridge (united) -				
Reading and Hatfield -	2,085 - -	2,850 - -	4½	1880	Moira and Grealey -	1,126 - -	g 788 - -	4	1885
County of Kent:					Tamworth to Harrington Bridge	778 - -	1,315 - -	3½	1884
Biddenden -	313 10 -	1,802 10 -	3	1882	£.	6,469 15 -	11,480 - 4		
Folkestone and Barham -	331 5 1	3,803 10 10	1½	1853	County of Lincoln:				
Gondhurst, Gore, and Stile-					Dextorp -	538 1 -	1,733 10 -	4½	1876
bridge -	410 17 4	700 - -	3	1876	Donington -	1,623 10 -	3,100 - -	4	1877
Graveend and Wrotham -	502 16 8	4,600 - -	2	1874	Lincoln:				
Hawkhurst Junction -	148 - -	16,250 - -	5	1872	Bransdon Road -	746 13 4	1,100 - -	4½	1872
Maidstone and Biddenden -	769 11 5	8,543 10 -	4	1871	Saxilby Road -	180 - -	1,031 5 -	4½	1872
Tonbridge and Ightham -	226 18 4	4,862 10 -	none	1881	Lincoln Heath and Market				
Wadhurst and West Farleigh	489 3 9	1,950 - -	2½	1876	Deeping:				
Woodchurch -	212 10 2	2,149 14 11	2	1872	Billingborough District -	290 5 9	1,708 - -	2	1881
£.	3,404 12 9	44,681 15 9			Bourn District -	1,039 18 4	1,250 - -	3	1881
					Sleaford District -	992 13 4	925 - -	3	1881
					Sleaford and Tattershall -	869 3 -	2,575 - -	3	1877
					Spilby -	1,404 9 4	5,375 - -	4	1876
					£.	7,684 14 1	18,797 15 -		
					County of Middlesex:				
					Marylebone and Finchley -	2,438 6 8	4,650 - -	3	1871

a Including 5,500 £. at 4 per cent., and 10,645 £. not bearing interest.

b Including 20,982 £. 10 s. not bearing interest.

c Including 226 £. 6 s. not bearing interest.

d Including 800 £. at 5 per cent.

e Including 15,398 £. 10 s. 10 d. at 10 s. per cent.

f The Local Act for the Loughborough to Cavendish Bridge Trust expired in 1843.

g Including 675 £. not bearing interest.

DIVISION II (a).—Turnpike Trusts which are not Free from Bonded Debt, and where the Local Act has not Expired—cont.

NAMES OF COUNTIES AND TRUSTS.	Revenue received from Tolls.	Bonded or Mortgage Debts.	Rate of Interest per Cent.	Date of Expiry of Local Act.	NAMES OF COUNTIES AND TRUSTS.	Revenue received from Tolls.	Bonded or Mortgage Debts.	Rate of Interest per Cent.	Date of Expiry of Local Act.
County of Monmouth:	£. s. d.	£. s. d.			County of Somerset:	£. s. d.	£. s. d.		
Abercarne - - - -	445 - -	a 3,721 15 3	1½	1881	Black Dog - - - -	1,385 - -	30,539 19 1	2	1874
Abergavenny - - - -	2,855 - -	15,105 10 -	3½	1884	High Ham and Ashcott - -	49 - -	2,390 - -	1½	1874
Bigswear - - - -	509 15 10	11,723 - -	3½	1873	Ilchester - - - -	748 - -	450 - -	5	1873
Monmouth - - - -	1,683 11 7	b 4,835 - -	4	1877	Ilminster - - - -	1,503 11 8	c 7,900 - -	5	1872
Newport - - - -	2,450 - -	1,100 - -	3	1885	Langport, Somerton, and Castle Cary - - - -	2,185 11 8	10,440 - -	3	1878
£.	7,943 7 5	36,485 5 3			Taunton - - - -	3,391 1 2	10,000 - -	4½	1871
County of Northampton:					Wedmore - - - -	313 - -	1,851 10 -	1	1873
Brackley Roads, Consolidated -	1,618 11 8	3,300 - -	none	1872	West Harptry - - - -	632 2 4	7,810 - -	1½	1874
Crowland and Eye - - -	121 - -	1,400 - -	2½	1877	Weston-super-Mare and Worle -	192 2 9	2,005 - -	5	1871
Kettering and Newport Pagnell -	1,134 - -	3,533 6 8	3½	1877	Wiveliscombe - - - -	1,231 - -	3,000 - -	2	1873
Kettering and Northampton -	540 10 -	195 - -	3	1873	£.	11,630 9 7	76,386 9 1		
Market Harborough and Bramp- ton - - - -	1,530 12 4	c 12,691 - -	4	1872	County of Stafford:				
Oundle and Middleton Lane -	278 10 -	1,450 - -	2½	1875	Butterton Moor End - - -	403 - -	2,721 18 3	3½	1891
Peterborough and Wellingbo- rough and Elton Branch -	1,323 15 4	500 - -	3½	1876	Cheadle (Five Districts con- solidated) - - - -	1,662 11 8	d 6,592 17 1	2½	1883
Ditto, Clapton Branch -	43 15 -	120 - -	none	1876	Leek, Buxton, and Monyash -	613 - -	4,191 - -	1½	1873
£.	6,590 14 4	23,189 6 8			Newcastle-under-Lyme to Leek -	2,250 - -	4,408 8 2	3½	1878
County of Northum- berland:					Sedgley Roads - - - -	705 16 8	1,550 - -	5	1872
Allendale - - - -	1,258 19 11	8,200 - -	none	1874	Ditto, New Roads - - -	635 - -	5,204 11 7	5	1872
Berwick, Norham, and Island- shires - - - -	3,606 10 4	16,492 - -	3½	1882	Stafford District - - -	2,088 11 -	4,783 18 5	4	1892
Ford and Lowick - - -	990 7 -	4,299 - -	3	1882	Stourbridge and Bridgnorth -	470 - -	2,000 - -	4	1875
Hexham - - - -	482 - -	d 4,475 - -	1½	1875	Uttoxeter and Blythe Marsh -	455 - -	3,100 - -	2	1877
Newcastle-upon-Tyne to Carlisle -	575 - -	400 - -	3½	1884	Uttoxeter and Callington Plain - - - -	164 17 6	2,250 - -	none	1888
North Shields and Newcastle- upon-Tyne - - -	610 18 -	5,490 - -	2½	1885	Uttoxeter and Stoke, and Mill- wich and Sandon - - -	186 - -	3,775 - -	1	1872
Shields and Morpeth - - -	840 11 8	5,300 - -	none	1873	£.	9,633 16 10	40,572 13 6		
£.	8,364 6 11	44,586 - -			County of Suffolk:				
County of Nottingham:					Lakenheath to Hockwold - -	156 9 1	e 5,418 - -	2½	1872
Mansfield to Worksop - - -	871 - -	1,133 - -	4	1878	Mildenhall Burnt Fen - - -	229 10 -	3,135 3 -	2	1872
Nottingham and Loughborough -	890 16 8	7,000 - -	3½	1876	£.	385 19 1	8,553 3 -		
Retford and Gainsborough - -	500 - -	7,166 13 4	2½	1883	County of Surrey:				
Retford and Littleborough -	268 - -	290 - -	4	1873	Bramley and Ridgwick:—				
£.	2,529 16 8	15,499 13 4			First District - - - -	171 14 9	437 17 7	2½	1873
County of Oxford:					Second District - - - -	220 1 1	1,950 - -	1	1873
Asthall and Buckland - - -	218 - -	1,220 17 8	2	1873	Croydon and Reigate - - -	889 3 4	2,101 14 -	1	1871
Charlbury Roads - - - -	546 10 -	1,262 10 -	2½	1876	Horsham - - - -	1,320 16 8	5,150 - -	4	1879
Henley and Dorchester - - -	975 13 4	650 - -	4½	1872	Kingston and Leatherhead -	400 1 8	8,266 5 -	1½	1883
Stokenchurch and Woodstock -	1,602 - -	12,805 - -	4	1876	£.	3,001 17 6	18,905 16 7		
Ditto, Islip Branch - - -	94 - -	550 - -	4	1876	County of Sussex:				
Woodstock and Rollright Lane -	422 10 -	600 - -	4½	1877	Beeding and Old Shoreham -	146 10 -	1,590 - -	3	1881
£.	3,858 13 4	17,088 7 8			Brighton, Cuckfield, and West Grinstead - - - -	1,930 - -	4,700 - -	3½	1875
County of Salop:					Bury - - - -	132 - -	1,825 - -	1	1873
Cleobury Mortimer District -	826 13 4	2,700 - -	2½	1877	Horsham and Steyning -	486 - -	4,055 - -	3	1881
Cleobury North and Ditton Priors - - - -	348 10 -	2,140 - -	3	1877	Lewes to Eastbourne and Hail- ham - - - -	897 3 5	1,700 - -	3	1877
Ludlow Roads (Three Districts consolidated) - - -	2,676 10 8	e 1,558 - -	4	1880	New Chapel, Lindfield, and Brightelmston - - -	753 - -	8,494 16 -	1	1883
Shrewsbury (Nine Districts) -	1,917 12 3	6,480 17 6	3 & 4	1873	Petworth - - - -	977 3 -	3,187 17 10	3½	1876
Shrewsbury, Wenlock, and Bridgnorth - - -	1,292 11 6	4,000 - -	3½	1872	Pyecombe and Hicksted -	462 - -	9,249 10 -	1	1873
Wem and Bron-y-Garth, First District - - - -	455 16 8	g 2,000 - -	5	1893	Worthing and Lancing -	78 11 8	7,405 10 -	5	Un- limited.
Ditto, Second District - - -	25 10 11	h 9,557 7 10	5	1893	£.	5,862 8 1	42,157 13 10		
£.	7,543 5 4	28,436 5 4			County of Warwick:				
County of Shropshire:					Birmingham and Blakedown Pool - - - -	1,217 - 4	2,307 - -	5	1872
Shrewsbury (Nine Districts) -	1,917 12 3	6,480 17 6	3 & 4	1873	Finford Bridge and Banbury -	778 - -	1,520 - -	3	1880
Shrewsbury, Wenlock, and Bridgnorth - - -	1,292 11 6	4,000 - -	3½	1872	Southam and Kington - -	151 - -	5,000 - -	4½	1873
Wem and Bron-y-Garth, First District - - - -	455 16 8	g 2,000 - -	5	1893	Warwick, Coventry, and Lea- mington - - - -	797 10 -	2,040 - -	5	1872
Ditto, Second District - - -	25 10 11	h 9,557 7 10	5	1893	£.	2,943 10 4	10,867 - -		

a Including 1,000 l. not bearing interest.
b Including 155 l. at 4½ per cent.
c Including 1,804 l. at 5 per cent.
d Including 3,875 l. not bearing interest.
e Including 358 l. at 3 per cent.
f The Local Acts for some of these districts expired in 1843 and 1864.

g Including 1,400 l. at 4 per cent.
h Bonds actually issued for 5,600 l. only.
i Including 1,850 l. at 4½ per cent.
k Including 3,450 l. 10 s. at 15 s. per cent.
l Including 3,918 l. not bearing interest.

DIVISION II (a).—Turnpike Trusts which are not Free from Bonded Debt, and where the Local Act has not Expired—*cont'd.*

NAMES OF COUNTIES AND TRUSTS.	Revenue received from Tolls.	Bonded or Mortgage Debts.	Rate of Interest per Cent.	Date of Expiry of Local Act.	NAMES OF COUNTIES AND TRUSTS.	Revenue received from Tolls.	Bonded or Mortgage Debts.	Rate of Interest per Cent.	Date of Expiry of Local Act.
County of Westmorland:					County of York—<i>cont'd.</i>				
Appleby and Kendal - -	£. s. d. 380 3 3	£. s. d. 695 18 6	3½	1872	Leeds and Elland - -	£. s. d. 2,760 - -	£. s. d. 1,400 - -	4	1877
Brough and Eamont Bridge -	280 - -	2,979 - -	3	1877	Leeds and Whitehall - -	3,250 - -	229,632 5 4	3	1874
Heronsayke and Eamont Bridge	645 10 -	11,366 13 5	2½	1871	Lockwood and Meltham - -	799 7 6	1,305 - -	2	1873
Kirkby Lonsdale, Kendal, and Milnthorpe - - -	459 5 -	2,328 7 -	2½	1875	Mytholmroyd and Blackstone Edge - - -	242 10 -	6,480 - -	1½	1885
Kirkby Stephen, and Hawes -	148 10 -	1,132 10 -	2	1873	New Mill District - -	562 - -	1,629 7 2	none	1875
Milnthorpe and Levens - -	417 - -	3,199 17 4	2	1872	Otley and Skipton - -	739 - -	2,204 7 -	3½	1878
£.	2,330 8 3	21,702 6 3			Red House and Crofton - -	504 8 3	2,275 14 3	3	1883
County of Wilts:					Rotherham and Barnby Moor -	750 - -	4,800 - -	1½	1877
Bradford - - -	740 - -	1,675 - -	4 to 5	1872	Rotherham and Pleasley -	338 - -	3,027 14 -	2½	1873
Burford, Leachdale and Swindon	584 - -	1,300 - -	2½	1874	Rotherham and Wortley -	447 19 5	4,310 - -	3	1883
Calne, Eilmarton, and Lyneham, or Second District - -	216 - -	1,300 - -	2	1878	Seacroft to Scholes - -	80 - -	2,839 - -	5	1871
Kennet and Amesbury - -	607 11 9	5,900 - -	3	1871	Selby and Leeds - -	983 9 -	2,528 - -	4½	1872
Malmesbury, First District -	909 18 4	1,900 - -	3½	1872	Selby and Market Weighton -	456 10 -	2,640 - -	3	1878
Ditto - Second District -	1,344 16 8	9,105 7 -	3	1872	Shipley and Bramley - -	498 7 11	2,937 8 9	2½	When Debt is paid off.
Swindon, Calne, and Cricklade, Third District - -	331 - -	2,750 - -	2	1878	Skipton and Craco - -	375 - -	2,060 - -	4½	1873
Swindon and Christian Maford, or First District - -	702 5 -	4,255 - -	2	1878	Stockton and Middlesbrough -	700 - -	25,700 - -	5	1877
Trowbridge - - -	1,661 11 3	571 - -	4	1875	Tadcaster and Halton Dial -	678 1 -	1,600 3 -	4½	1871
£.	7,097 3 -	28,756 7 -			Tadcaster and Otley - -	508 5 5	2,800 - -	5	1873
County of Worcester:					Thirsk and Yerm - -	446 - -	6,947 7 10	3	1875
Birmingham, Redditch, and Pershore - - -	962 2 -	4,075 - -	4	1871	Tinsley and Doncaster (united)	1,365 - -	1,381 2 4	5	1872
Droitwich Roads - - -	1,242 - -	2,750 - -	3½	1880	Wakefield and Aberford -	627 - -	2,115 - -	3	1884
Dudley and Brettell Lane, and Pedmore and Rowley (united)	5,678 15 -	1,090 - -	3	1873 ^a	Wakefield and Denby Dale -	855 - -	13,373 11 5	2	1873
Dudley, Hales Owen, and Broms- grove; Dudley and New Inn, and Dudley and Wolverhampton (united) - - -	4,452 18 4	2,325 18 -	2	1875 ^b	Wakefield and Weeland - -	910 18 -	650 - -	3	1883
Shelsley - - -	57 3 -	300 - -	4	1876	Worksep to Attercliffe - -	1,126 13 4	7,601 15 -	3	1878
Stourbridge, First District -	1,956 13 4	1,636 10 -	5	1873	£.	31,358 11 3	180,449 3 10		
Ditto - Second District -	738 6 8	196 16 -	5	1873	County of Anglesey:				
£.	15,087 18 4	12,374 4 -			Shrewsbury and Holyhead -	3,343 1 7	548 15 -	5	Un- limited.
County of York:					County of Carnarvon:				
Balby to Worksep - -	573 - -	2,643 - -	3	1879	Porthdinllaen and Nanthwynant	643 5 7	21,755 1 9	2	1873
Barnsdale and Leeds, and Branch	1,340 10 5	6,914 6 8	3½	1877	County of Denbigh:				
Bawtry and Tinsley - -	728 - -	2,953 14 -	4½	1877	Llanrwst and Abergelle - -	362 9 -	10,000 - -	4	1884
Brough - - -	298 - -	1,275 - -	3	1874	St. Asaph and Conway - -	547 5 10	2,940 - -	4	1884
Dewsbury and Leeds - -	640 1 7	42 10 -	5	1872	£.	909 14 10	12,940 - -		
Doncaster and Tadcaster -	745 - -	7,046 13 4	2½	1881	County of Flint:				
Ferrybridge and Boroughbridge	630 - -	2,550 - -	5	1883	Flint, Holywell, and Mostyn -	3,400 - -	7,978 - -	3	1884
Isburne and Long Preston -	656 5 -	2,274 1 8	3	1873	Lower King's Ferry - -	1,410 - -	23,071 19 2	1d.	1881
Godley Lane - - -	700 - -	2,081 8 7	3	1877	£.	4,810 - -	31,049 19 2		
Greenfield and Shepley Lane Head - - -	407 3 4	2,512 19 7	none	1873	County of Merioneth:				
Hedon and Hull - - -	460 - -	1,120 - -	3	1876	Bala District - - -	647 6 7	1,785 - -	3½	1871
Hedon and Pattrington - -	383 10 -	975 - -	3	1885	Dolgelly, Mowddy, and Towyn	1,261 11 6	15,534 10 6	3½	1871
Inddersfield and New Hey -	1,000 - -	4,877 13 4	2½	1872	Edeirnion - - -	806 14 9	1,887 - -	4½	1871
Lull, Hesale, and Ferryby	408 16 8	1,100 - -	3	1876	Festiniog, Maentwrog, and Har- lech - - -	474 14 3	3,331 - -	3½	1871
Leighley and Kendal, Yorkshire District - - -	1,220 16 8	14,628 16 7	1½	1876	Portmadoc and Beaver Pool Bridge - - -	60 15 3	4,845 - -	4½	1885
Knareborough and Greenham- merton - - -	126 - -	915 - -	none	1877	£.	2,751 2 4	17,352 10 6		
Knareborough and Pateley Bridge - - -	248 - -	3,116 4 -	3	1877	County of Montgomery:				
Leeds and Birstal - - -	900 17 9	12,185 - -	3	1887	Cilwrgon, Bettws, and Tregynon	103 19 8	7,200 - -	3	1890

^a The Local Act for the Dudley and Brettell Lane Trust expired in 1863.^b The Local Act for the Dudley and Wolverhampton Trust expired in 1860, and that for the Dudley and New Inn Trust expired in 1863.^c Including 11,085 £, the interest on which is postponed.^d Including 26,632 £. 5 s. 4 d. not bearing interest.^e Including 2,830 £. not bearing interest.^f Including 2,500 £. at 4 per cent.^g Including 553 £. at 5 per cent.^h Including 3,000 £. not authorised by Local Act.ⁱ Including 100 £. at 5 per cent.^j Including 4,875 £. 10 s. not bearing interest.^k Including 440 £. at 2½ per cent.^l A portion unclaimed.

DIVISION II (b).—TURNPIKE TRUSTS which are not Free from BONDED DEBT, and where the Local Act has Expired.

NAME OF TRUST.	Local Act Expired in	Toll Income, 1868.	Amount of Debt and Interest when Local Act Expired.		Amount of Debt and Interest 31st December 1868.	Within the last 10 Years, 1859 to 1868, inclusive.			Amount of Composition.
			£.	s. d.		£.	s. d.	Amount paid off at Par.	
County of Bedford.									
Great Staughton to Lavendon	1844	621	2,777	-	5	1,888	-	889	522 15 -
Hockliffe and Woburn	1842	480	4,000	-	5	800	-	-	-
		1,101				2,688	-		
County of Berks.									
Fyfield	1843	135	800	-	4	800	-	-	-
Fyfield, St. John's Bridge, and Newbridge	1864	644	4,080	-	5	4,080	-	-	-
Harwell and Stratley	1866	120	2,900	-	5	2,500	-	400	125 -
Hurley	1847	93	6,602	-	4½	5,034	-	868	195 14 4
Maidenhead	1847	653	3,500	-	5	*1,600	-	200	199 15 -
Speenhamland, Districts of Reading and Marlborough.	1837	481	4,175	-	5	1,700	-	200	155 -
Twyford and Theale	1859	965	2,500	-	5	500	-	500	497 10 -
		3,091				16,214	-		
County of Bucks.									
Bicester and Aylesbury	1864	752	3,300	-	4	2,101	-	1,199	745 -
Bromham and Olney	1863	598	2,230	-	4	2,230	-	-	-
Buckingham to Hanwell, Upper Division	1863	369	300	-	4	150	-	355	-
Buckingham and Newport Pagnell	1867	893	3,000	-	5	*2,800	-	900	750 10 -
Princes Risborough and Thame	1846	620	3,362 10	-	4 to 5	215	-	100	99 10 -
Wendover and Buckingham	1861	1,176	4,500	-	5	2,000	-	2,700	2,689 13 9
		4,208				9,496	-		
County of Cambridge.									
Chatteris, Wisbech, Tyd Gate, and Downham	1870	2,242	(a) -	-	5	3,550	-	1,625	2,233 -
Red Cross	1861	316	1,360	-	5	860	-	660	560 2 8
Royston to Wansford Bridge, South District	1843	630	2,400	-	5	1,400	-	1,000	286 10 -
St. Neot's to Cambridge	1834	452	2,175	-	5	2,322 12	-	990 17	740 6 6
Wisbech and Thorney	1862	354	5,900	-	3½	4,100	-	1,700	1,095 -
		3,994				12,252 12	-		
City of Chester.									
Action Bridge and Hartford Green	1844	720	2,442	-	5	778 7 8	-	924 8 4	702 10 -
Ashton and Frodham	1849	80	1,120	-	4 and 5	920	-	-	-
Chelford and Holmes Chapel	1841	90	2,000	-	4	816 8 10	-	-	-
Chester and Frodham	1849	490	4,500	-	5	4,100	-	-	-
Chester, Neston, and Woodside Ferry	1864	1,680	790	-	5	400	-	510	500 -
Chester and Whitechurch	1846	1,175	6,431	-	5	2,606	-	2,404 13 9	2,322 16 1
Chester and Wrexham	1849	600	5,800	-	5	3,350	-	1,100	1,014 10 -
Cresage and Warrington, and Macclesfield and	1841	1,700	4,350	-	4	4,065	-	276	925 -

* Including 600 l. at 4 per cent.

* Including 400 l. at 4 per cent.

1847	Hinderton and Birkenhead	850	3,400	-	4	2,140	-	5½	350	-	460	-	445	-	-
1845	Macclesfield District of the Sandon	833	6,314	4	5	245	-	4	2,013	15	10	-	577	2	2
1866	Nantwich and Congleton :-Middletwich to Nantwich.	290	425	-	3	425	-	3	-	-	675	-	-	-	-
1869	Nantwich and Wheelock and Branch	652	(a)	-	-	104	11	4	1,445	8	1	-	-	-	-
1866	Sandbach and Congleton	201	2,582	18	9	2,419	8	4 & 4½	780	11	3	-	-	-	-
1843	Span Smithy, Booth Lane, and Winsford	400	-	-	-	28	-	5	132	-	-	-	-	-	-
1845	Span Smithy and Linley Lane	404	2,270	-	-	450	-	3	920	-	-	-	-	-	-
1869	Staley	330	(a)	-	-	576	-	5	200	-	1,210	8	1,175	17	-
1860	Tarporley and Whitechurch	506	6,231	16	-	4,982	16	1	1,000	-	300	-	140	-	-
		11,001				28,996	13	2							
County of Cornwall.															
1867	Bodmin and Roche District	480	3,200	-	2½	2,900	-	2½	-	-	300	-	210	-	-
1848	Callington	1,156	3,969	-	5	900	-	4½ & 5	1,200	-	-	-	1,122	8	7
1869	Camelford, Wadebridge, and St. Columb	1,094	(a)	-	-	4,650	-	5	350	-	1,325	-	386	3	9
1848	Creed and St. Just	307	1,250	-	4	637	10	2	-	-	612	10	-	-	-
1868	Hayle Bridge Causeway	802	11,830	-	5	11,830	-	5	-	-	-	-	-	-	-
1870	Hayle and Redruth	1,182	(a)	-	-	1,206	-	5	1,206	-	-	-	349	10	-
1867	St. Austell and Lostwithial	865	1,500	-	3	1,300	-	3	-	-	500	-	284	15	-
1846	Trebarwith Sands Road	122	2,478	19	-	770	13	2	-	-	1,661	9	-	-	-
1870	Truro and Redruth	4,070	(a)	-	-	* 3,353	17	4	7,499	19	-	-	-	-	-
		10,078				27,448	1	5							
County of Cumberland.															
1860	Brampton and Longtown	259	4,200	-	4	3,770	-	3	-	-	430	-	200	-	-
1864	Brougham Bridge	185	4,300	-	4	4,300	-	3½	-	-	-	-	-	-	-
1849	Carlisle and Brampton	445	3,700	-	4	1,150	-	4	-	-	1,400	-	1,271	10	-
1845	Cockermouth and Carlisle	891	4,700	-	4½	2,850	-	4½	-	-	1,000	-	952	15	6
1863	Cockermouth and Workington	345	3,270	-	3	3,270	-	3	-	-	-	-	-	-	-
1849	Whitehaven	1,834	6,145	-	4	450	-	4	2,040	-	-	-	-	-	-
		3,959				15,790	-								
County of Derby.															
1844	Alfreton and Derby	1,596	9,695	-	5	3,430	-	4	995	-	3,175	-	2,894	7	6
1860	Alfreton, Higham, and Tibshelf	225	3,050	-	5	2,650	-	3	-	-	400	-	215	16	9
1833	Alfreton and Mansfield	653	2,400	-	5	850	-	4	700	-	850	-	756	10	-
1863	Ashford and Buxton and Tideswell, Blackwell, and Edensor (united).	830	10,090	7	5	9,700	-	3	390	7	9	-	-	-	-
1844	Chesterfield to Matlock, Darley, and Rowsley Bridges.	522	10,967	12	6	8,785	10	1½	-	-	1,441	3	819	15	1
1839	Derby and Burton-upon-Trent	462	3,200	-	4½	600	-	4	500	-	-	-	1,095	-	-
1861	Derby, Mansfield and Nuttall	710	6,400	-	5	5,100	-	3	-	-	1,300	-	822	10	-
1846	Derby to Uttoxeter	858	10,860	-	5	7,560	-	4	220	-	1,050	-	157	-	-
1866	Duffield to Heage	430	6,168	16	7	6,068	16	3½	133	-	168	5	849	9	9
1861	Idridgehay and Duffield	240	2,862	10	-	1,187	-	2	-	-	1,675	10	305	-	-
1836	Mansfield and Chesterfield	687	5,500	-	5	2,500	-	4	1,100	-	400	-	-	-	-
1848	Nottingham Road (from Derby to Rialley)	624	1,250	-	5	350	-	4	800	-	-	-	-	-	-
1846	Owl Bar	2,832	10,112	-	5	3,010	-	4	-	-	6,192	15	5,673	12	-
1842	Sheffield and Gander Lane	1,827	7,992	3	10	1,008	-	4	1,323	19	1,302	-	1,201	12	8
1848	Temple Normanton and Tibshelf	143	4,076	-	5	2,870	-	2	-	-	-	-	-	-	-
1861	Wirksworth and Hlland Ward	303	3,075	-	5	1,941	-	1½	-	-	1,134	-	402	10	-
		12,942				57,610	7	-							

* Including 89 l. 8 s. 9 d. at 5 per cent.

* Including 89 l. 8 s. 9 d. at 5 per cent.

(a) Accounts not yet laid before Parliament.

DIVISION II. (b).—Turnpike Trusts which are not Free from Bonded Debt, and where the Local Act has Expired—continued.

NAME OF TRUST.	Local Act Expired in	Toll Income, 1868.	Amount of Debt and Interest when Local Act Expired.		Amount of Debt and Interest, 31st December 1868.		Within the last 10 Years, 1859 to 1868, inclusive.		
			£.	s. d.	£.	s. d.	Amount paid off at Par.	Amount Discharged by Composition.	Amount of Composition.
County of Devon.									
Ashburton	1868	1,418	16,000	-	15,240	-	-	£.	s. d.
Axminster	1843	825	8,050	-	1,800	-	650	2,460	1,769 16 10
Combarnin	1869	699	(a)	-	7,247 10	-	-	-	-
Cullompton	1870	141	(a)	-	6,975	-	-	-	-
Exmouth-road	1863	101	400	-	250	-	300	-	-
Exmouth	1867	862	26,268	-	*26,268	-	-	-	-
Modbury	1864	205	4,397	-	3,109	-	-	1,288	584 14 3
Moretonhampstead	1847	867	6,986 11 11	-	2,150 8 8	-	200	4,236 3 3	3,752 5 4
Newton Bushel	1868	1,077	3,480	-	*3,480	-	590	880	864 5 6
Plymouth and Tavistock	1870	1,739	(a)	-	*25,318 10 9	-	-	-	-
South Molton	1867	1,180	24,825	-	*24,825	-	-	-	-
Teignmouth and Dawlish	1866	408	7,900	-	7,900	-	-	-	-
Totnes Bridge	1866	2,175	24,200	-	24,200	-	-	4,280	3,112 7 6
Totnes and Bridgetown Pomeroy		11,692			148,763 9 5				
County of Dorset.									
Blandford and Poole	1845	339	2,950	-	*1,400	-	50	750	687 19 -
Cerne Abbas	1845	258	5,103	-	4,264 3 4	-	-	-	-
Dorchester and Wool	1861	390	1,725	-	1,050	-	1,000	-	-
Sherborne	1843	1,265	4,500	-	2,200	-	100	1,500	1,352 18 -
Vale of Blackmoor	1862	1,189	6,150	-	3,850	-	-	2,800	2,411 2 11
Weymouth, Malcombe Regis, and Dorchester	1846	1,293	7,900	-	2,300	-	1,450	-	-
		4,734			15,064 3 4				
County of Durham.									
Bishopwearmouth and Norton	1863	1,148	2,414	-	2,414	-	-	186	180 -
Boroughbridge and Durham (part)	1863	867	930	-	580	-	350	320	318 12 -
Bowes and Sunderland Bridge	1834	1,003	1,769	-	100	-	-	-	-
Catterick Bridge, to Durham	1861	1,150	6,970	-	6,870	-	-	100	68 -
Darlington, or Angel Inn, and Barton-lane end	1862	751	12,509 14	-	*11,075 2	-	1,862 16 6	-	-
Darlington and Cockerton Bridge (united)	1866	610	250	-	250	-	-	-	-
Durham and Tyne Bridge	1845	2,550	3,300	-	2,300	-	3,373 4 9	-	-
Edmondbyers	1836	165	2,063	-	295	-	-	-	-
Lobby Hill	1869	2,350	(a)	-	8,555	-	-	-	-
Stockton and Barnard Castle	1846	570	4,375	-	1,205	-	-	400	395 -
Wearmouth Bridge to Tyne Bridge and Branch	1870	1,444	(a)	-	259	-	2,961 3 4	1,437 8 4	1,421 16 8
		12,608			33,903 2 -				
County of Essex.									
Hockliff	1860	910	250	-	*150	-	200	-	-
									* Unclaimed.

* Including 1,650 l. at 4 per cent.
 * Including 820 l. at 4½ per cent.
 * Including 2,150 l. at 4 per cent.
 * Including 700 l. at 4 per cent.

* Including 350 l. at 5 per cent.

* Including 6,276 l. 10 s. at 1 d. per cent.

* Unclaimed.

County of Gloucester.									
Berkeley, Dursley, Wotton-under-Edge, Frocester and Caincross.	1842	3,521	9,540	-	5	1,800	-	4	3,440
Campden and Clifford	1839	342	1,200	-	5	600	-	5	300
Chipping Campden	1838	273	624	14	5	57	10	3	200
Coldharbour District	1842	374	1,670	-	4	834	10	3	100
Evesham and Cheltenham	1845	464	-	-	-	2,250	-	4	-
Minchinhampton, Tetbury, and Bialay	1843	377	3,864	17	5	2,091	17	2	-
Nailsworth, Woodchester, and Dudbridge	1844	752	9,626	6	5	3,862	-	4	-
Ditto, Nailsworth, and Avening Branch	1844	135	4,810	-	4½ and 5	1,371	13 11	1	-
Newent	1845	746	-	-	-	*4,355	-	1	-
Sodbury Division, and Bath and Cirencester (united).	{ 1843 } { 1833 } 1842	2,730	-	-	-	2,000	-	4	-
Southeate	1842	830	4,500	-	5	1,300	-	4½	-
		10,544				20,662	10 11		
County of Hants.									
Aldermaston and Basingstoke	1837	389	2,960	-	4	1,500	-	2	-
Andover and Winchester, Andover District	1844	118	594	-	4½	534	12	4½	-
Basingstoke, Odilham, and Alton	1870	660	(a)	-	-	100	-	5	-
Bishop's Waltham, and Fisher's Pond	1864	126	3,990	-	5	*2,940	-	1	-
Botley	1860	138	1,650	-	5	1,200	-	1½	-
Cranborne Chase and New Forest	1863	293	3,950	-	5	3,100	-	1s.	-
Farnham and Petersfield	1847	370	5,050	-	5	5,050	-	one penny	-
Gosport, Bishop's Waltham, Wickham and Chawton	1849	1,032	9,900	-	4½	7,300	-	3½	-
Odilham and Farnham	1863	149	1,418	-	3	758	-	3	-
Popham Lane to Winchester	1844	542	4,350	-	5	1,495	-	4	-
Romsey and Ringwood	1844	203	1,800	-	4½	900	-	3	-
Romsey and Winchester	1844	454	3,500	-	4½	900	-	4	-
Southernhampton, North District, and Winchester, and Waltham (united)	1844	585	1,650	-	5	850	-	one penny	-
Stockbridge and Winchester	1844	188	625	-	5	100	-	4	-
Titchfield and Cotham	1862	696	11,300	-	2½	8,600	-	2½	-
Whitechurch and Aldermaston	1864	120	1,056	-	4	1,056	-	4	-
Whiteparish, Romsey and Southampton	1845	400	3,200	-	5	1,550	-	4	-
Winchester and Alton, Lower District	1838	525	3,300	-	4½	300	-	4½	-
Winchester to Newtown River	1848	325	2,675	-	4½ and 5	2,075	-	3	-
		7,313				40,308	12		
County of Hereford.									
Leadbury	1864	1,710	3,440	-	4	1,640	-	4	-
Presteigne	1843	710	2,000	-	5	1,350	-	4	-
Whitechurch and Llangarmon	1866	221	1,350	-	3½	1,150	-	3½	-
Whitney and Breckwardine	1843	334	2,662	18	5	1,352	18	5	-
Wyealde	1845	206	3,250	-	4	2,946	-	4	-
		3,171				8,438	18	5	
County of Hertford.									
Baldock and Bournbridge	1864	528	3,600	-	4½	3,400	-	2½	-
Dunstable	1842	215	6,750	-	4	3,650	-	one penny	-
St. Albans and Barnet	1863	540	1,800	-	none	1,050	-	none	-
Sparrow's Herne	1866	1,755	800	-	4½	700	-	4	-
Watton	1841	455	1,800	-	4	600	-	4	-
Welwyn	1862	492	2,258	-	4½	1,870	-	4½	-
		3,985				11,270	-		

* Including 852 l. 10 s. at 4½ per cent.

* Including 950 l. at 2 per cent.

(a) Accounts not yet laid before Parliament.

DIVISION II. (b).—Turnpike Trusts which are not free from Bonded Debt, and where the Local Act has Expired—continued.

NAME OF TRUST.	Local Act Expired in	Toll Income, 1868.	Amount of Debt and Interest when Local Act Expired.	Amount of Debt and Interest, 31st December 1868.		Within the last 10 Years, 1859 to 1868, inclusive.		
				£.	s. d.	Amount paid off at Par.	Amount Discharged by Composition.	Amount of Composition.
County of Hunts.								
Bury and Stratton	1840	£. 1,297	£. s. d. 6,530 - -	£. s. d. 4,650 - -	£. s. d. 240 - -	£. s. d. 1,040 - -	£. s. d. 1,127 3 9	
Godmanchester to Cambridge	1834	705	2,660 - -	260 - -	- - -	- - -	- - -	
Godmanchester and Hartford	1836	1,282	6,725 - -	1,600 - -	1,900 - -	2,850 - -	2,402 5 -	
Kimbolton	1840	537	3,750 - -	2,884 19 5	- - -	600 - -	339 - -	
Somersham	1841	892	2,340 - -	820 - -	720 - -	200 - -	199 15 -	
		4,713		10,214 19 5				
County of Kent.								
Ashford and Ham Street	1835	542	3,200 - -	1,600 - -	- - -	1,040 - -	948 - -	
Benenden	1864	185	940 - -	460 - -	50 - -	1,270 - -	1,050 - -	
Bethersden	1840	730	4,845 13 11	2,503 13 11	- - -	1,582 - -	1,070 18 4	
Brandbriggs	1860	703	7,351 17 6	5,746 9 6	250 - -	1,033 16 -	907 - -	
Canterbury and Barham	1844	574	6,100 - -	2,500 - -	300 - -	1,800 - -	1,622 10 -	
Canterbury and Ramsgate, Second District	1844	270	4,300 - -	2,300 - -	- - -	1,800 - -	1,126 6 8	
Canterbury and Sandwich	1843	813	5,000 - -	1,600 - -	300 - -	1,850 - -	1,630 9 -	
Dartford and Strood	1843	1,035	4,700 - -	450 - -	350 - -	- - -	- - -	
Dover and Sandgate	1844	715	2,600 - -	1,989 16 -	- - -	410 4 -	300 - -	
Dover to Sandwich, through Deal	1870	1,058	- - -	983 - -	500 - -	886 - -	881 9 -	
Dover to Sandwich, through Waldershare	1844	394	2,650 - -	1,400 - -	150 - -	850 - -	664 10 -	
Faversham, Hythe, and Canterbury	1862	1,538	2,450 - -	750 - -	1,900 - -	600 - -	599 5 -	
Gondhurst	1863	212	2,100 - -	1,950 - -	- - -	150 - -	100 - -	
Herne Bay	1835	412	3,000 - -	1,450 - -	200 - -	850 - -	787 19 -	
Kipping's Cross and Flimwell	1860	385	7,400 - -	5,180 10 -	- - -	2,219 10 -	1,260 - -	
Malling and Strood	1846	587	5,445 - -	2,520 - -	- - -	1,925 - -	1,131 10 -	
Sandwich, Margate, and Ramsgate	1849	631	4,200 - -	1,400 - -	600 - -	500 - -	485 15 -	
Stockerhead to Bagham's Cross	1861	90	2,075 - -	975 - -	- - -	1,100 - -	201 5 -	
Tenterden	1860	943	6,765 - -	5,125 - -	- - -	2,090 - -	1,580 3 4	
		11,817		40,883 9 5				
County of Lancaster.								
Adlington and Westhoughton	1847	326	4,800 - -	1,450 - -	900 - -	2,050 - -	1,250 - -	
Barton Bridge and Moses Gate	1846	1,543	1,800 - -	500 - -	- - -	- - -	- - -	
Barton Bridge and Stretford	1863	249	1,650 - -	1,400 - -	400 - -	- - -	- - -	
Blackburn to Walton Cop	1861	1,907	7,506 10 -	7,406 10 -	- - -	100 - -	79 5 9	
Burnley to Edenfield Chapel	1835	1,866	8,860 - -	*2,180 - -	920 - -	1,100 - -	1,047 10 -	
Bury to Blackburn, Whalley, &c.	1870	5,173	- - -	4,000 - -	5,550 - -	- - -	- - -	
Clitheroe to Blackburn and Mellor Brook	1870	1,800	- - -	11,550 - -	- - -	1,050 - -	710 - -	
Hulton	1847	751	1,700 - -	50 - -	50 - -	- - -	- - -	
Ince, Hindley, and Westhoughton	1846	650	3,100 - -	2,300 - -	200 - -	- - -	- - -	
Kirkby Kendal and Kirkby Ireleth	1841	380	3,955 - -	1,448 - -	1,975 - -	- - -	- - -	
Liverpool, Prescot, Ashton, and Warrington	1862	5,161	4,670 - -	3,210 - -	2,460 - -	- - -	- - -	
Liverpool and Preston	1862	3,682	2,200 - -	1,950 - -	250 - -	- - -	- - -	
Liversey Branch	1861	52	835 - -	202 16 5	- - -	639 3 7	284 - -	
Manchester, Oldham, and Austerlands	1868	3,372	1,036 6 -	1,036 6 -	5,501 7 -	7,464 4 6	7,459 6 1	
Manchester to Rochdale, &c., Manchester District	1834	1,120	4,400 - -	1,000 - -	400 - -	- - -	- - -	
Pendleton Roads	1865	8,101	973 - -	531 7 -	431 13 -	6,005 - -	5,915 15 -	

• Including 200 l. at 4 per cent.

* Including 200 l. at 4 per cent.

Penwortham and Wrightington	1846	1,125	1,800	-	4	400	-	5	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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DIVISION II. (b).—Turnpike Trusts which are not Free from Bonded Debt, and where the Local Act has Expired—continued.

NAME OF TRUST.	Local Act expired in	Toll Income, 1868.	Amount of Debt and Interest when Local Act Expired.		Amount of Debt and Interest, 31st December 1868.	Within the last 10 Years, 1859 to 1868, inclusive.		
						Amount paid off at Par.	Amount Discharged by Composition.	Amount of Composition.
		£.	£.	s. d.	£.	s. d.	£.	s. d.
County of Northampton.								
Hardington to Old Stratford	1863	675	3,660	-	3,020	-	640	160
Higham Ferrers	1843	357	7,600	4½	1,653	-	1,002	932 10
Little Bowden and Rotheringham	1866	279	2,376	4 to 5	2,288	-	440	225
Northampton and Cold Brayfield	1848	513	4,640	3	2,760	3 2	1,107 16 10	554 5
Old Stratford to Dunchurch	1843	1,282	8,825 19 2	5	4,200	-	-	-
Thorney Road	1834	358	1,800	2	700	-	300	240
Towcester and Cotton End	1869	667	(a)	5	4,869	-	-	-
Wansford Road	1864	379	715	3 to 4½	* 515 2 11	199 17 1	433 6 8	238 6 8
Wansford and Stamford	1844	309	2,050	4	25	450	-	-
Wellingtonborough and Northampton	1840	522	1,680	5	430	270	-	-
		5,341			20,460 6 1			
County of Northumberland.								
Cow Cawsey and Buckton Burn	1867	1,689	900	5	900	-	-	-
Elsdon and Redwater	1842	149	1,300	4½	565	-	-	-
Ponteland	1861	1,000	15,060	3	13,577	-	1,483	500
Wooler and Breamish	1862	1,017	6,000	3	6,000	-	-	-
		3,855			21,042	-		
County of Nottingham.								
Clown and Budby	1862	66	7,616 15 3	one penny	7,616 15 3	-	-	-
Hockerton and Kirklington	1839	249	2,840	4	680	500	1,310	1,050 16
Kirby and Pinxton	1861	180	885	5	450	325	210	195
Mansfield and Tibshelf	1863	516	3,380	5	2,322 10	-	600	499 10
Nottingham and Derby, Eastern Division	1848	870	2,300	5	250	850	550	548
Nottingham and Grantham, Western Division	1846	918	5,925	5	2,142 5	-	-	-
Nottingham and Ilkeston	1846	825	7,837 10 10	5	2,161 13 8	1,698	2,964 6 8	2,783 7
Nottingham and Mansfield	1849	1,070	9,700	5	4,350	1,500	2,950	2,178 10
Worksop to Kelham	1870	608	(a)	-	8,651	-	-	-
Worksop to Retford	1843	475	5,270	5	4,345	-	625	590
		5,777			32,969 3 11			
County of Oxford.								
Aylesbury, Thame, Oxford, and Shillingford	1869	1,185	(a)	-	3,600	-	800	728 7
Banbury, Brailles, and Barcheton	1844	802	2,740	5	4,326	18	40	18
Bicester, Aynho, and Fiamere	1854	502	2,370	5	1,595	-	2,370	687 19
Bodley and Newland	1866	1,325	11,300	3	10,700	-	900	634 13 5
Deedington and Kidlington	1840	543	1,600	4½	1,100	200	-	-
Enstone, Heyford Bridge, Bicester, Weston, and Kirklington.	1856	795	4,577	3	3,377	-	1,200	779 3 8
Farlington and Barford	1864	352	2,150	5	2,150	-	-	-
Galley Hill and Clunfield Cross	1836	136	1,090	4½	730	-	-	-
St. Clements	1866	908	15,164	4 and 5	13,692 12	1,471 8	-	-
Thame and Bicester	1869	435	(a)	-	1,350	-	-	-
Thame and Postcombe	1869	145	(a)	-	850	50	250	227 10
		7,128			43,470 12			

* Including 202 l. 18 s. 9 d. at 4½ per cent.

[illegible]

(a) Accounts not yet laid before Parliament.

(b) The Local Act for some of these roads will not expire until 1873.

DIVISION II (b).—Turnpike Trusts which are not Free from Bonded Debt, and where the Local Act has Expired—*continued*.

NAME OF TRUST.	Local Act Expired in	Toll Income, 1868.	Amount of Debt and Interest when Local Act Expired.	Amount of Debt and Interest 31st December 1868.	Within the last 10 Years, 1859 to 1868, inclusive.			
					Amount paid off at Par.	Amount discharged by Composition.	Amount of Composition.	
Stafford—continued.								
Rugeley and Stone, and Branches (united)	1865	732	£. s. d. 8,028 - - -	£. s. d. *6,043 15 - -	£. s. d. 170 - - -	£. s. d. 1,954 - - -	£. s. d. 991 7 - -	* Including 200 l. at 3 per cent.
Sandon, Hugbridge, Hilderstone, and Draycott-in-the-Moors.	1845	642	1,500 - - -	670 - - -	230 - - -	- - -	- - -	
Spath and Hanging Bridge	1849	233	2,000 - - -	1,419 5 - -	- - -	490 15 - -	350 - - -	
Stone, Lane End, and Trentham	1864	639	9,682 2 8	5,100 - - -	- - -	100 - - -	50 - - -	
Tunstall and Bosley	1864	871	2,041 - - -	2,041 - - -	- - -	- - -	- - -	
		13,477		59,324 13 11				
County of Suffolk.								
Ipswich to Helmingham, Debenham, &c.	1864	502	£. s. d. 4,350 - - -	£. s. d. 3,900 - - -	£. s. d. - - -	£. s. d. 450 - - -	£. s. d. 217 10 - -	* Including 1,300 l. at 5 per cent.
Ipswich and Stratford	1863	280	1,500 - - -	1,275 - - -	- - -	- - -	- - -	
South Town	1865	398	490 - - -	490 - - -	- - -	- - -	- - -	
		1,100		5,665 - - -				
County of Surrey.								
Bedfont and Bagshot (united)	1862	1,001	- - -	*4,700 - - -	- - -	- - -	- - -	
Godalming and Painshill	1847	209	2,380 - - -	1,537 - - -	476 - - -	188 10 - -	190 - - -	
Guildford and Alford	1860	773	3,333 6 8	2,000 - - -	300 - - -	1,233 6 8	1,212 3 2	
Guildford and Farnham	1843	280	2,215 - - -	920 - - -	- - -	925 - - -	725 6 - -	
Reigate	1836	1,280	14,900 - - -	10,490 - - -	- - -	2,520 - - -	1,281 - - -	
		3,533		19,647 - - -				
County of Sussex.								
Brede	1863	517	£. s. d. 4,010 - - -	£. s. d. 4,010 - - -	£. s. d. - - -	£. s. d. - - -	£. s. d. - - -	* Including 50 l. at 5 per cent.
Brighton and Newhaven	1845	650	10,650 - - -	*9,550 - - -	350 - - -	650 - - -	245 16 7	
Cowfold and Henfield	1861	315	2,525 - - -	1,875 - - -	- - -	650 - - -	184 10 - -	
Five Oaks	1863	208	4,915 - - -	4,340 - - -	- - -	1,075 - - -	397 - - -	
Flimwell and Hastings	1870	1,887	(a) - - -	*21,470 - - -	1,725 - - -	753 - - -	741 - - -	* Including 2,181 l. at 1½ per cent., and 685 l. not bearing interest.
Henfield	1838	161	3,349 10 - -	3,134 10 - -	- - -	- - -	- - -	
Hollington and Hastings	1867	649	11,390 - - -	10,934 8 - -	455 12 - -	- - -	- - -	
Horsham and Crawley	1844	170	5,250 - - -	5,250 - - -	- - -	- - -	- - -	
Horsham and Guildford	1861	354	13,887 12 - -	12,887 12 - -	- - -	- - -	- - -	
Mayfield and Wadhurst	1860	1,388	7,606 16 - -	4,451 6 2	135 - - -	1,000 - - -	200 - - -	
Robertsbridge Clappers	1870	100	(c) - - -	1,500 - - -	131 - - -	3,155 9 10	2,900 8 10	
Rye	1846	725	500 - - -	400 - - -	100 - - -	- - -	- - -	
Saint Leonards and Sedlescombe	1867	588	3,400 - - -	3,080 - - -	940 - - -	- - -	- - -	* Including 4,550 l. at one penny per cent., until the preference debt is paid off.
Staplecross	1844	267	1,650 - - -	1,300 - - -	- - -	350 - - -	328 - - -	
Storrington and Balls' Hutt	1864	207	5,500 - - -	*5,320 - - -	- - -	180 - - -	151 10 - -	
Tunbridge Wells and Wiston	1862	533	3,587 10 - -	2,537 10 - -	- - -	1,050 - - -	593 10 - -	
Tunbridge Wells to Maresfield and New Road (united).	1862	608	2,500 - - -	1,900 - - -	- - -	400 - - -	231 5 - -	
Tunbridge Wells to Uckfield	1860	303	700 - - -	900 - - -	900 - - -	- - -	- - -	
Worthing and Branch	1844	440	2,081 5 - -	1,250 - - -	237 10 - -	175 - - -	104 5 - -	
		9,200		95,370 0 4				

County of Warwick.		1837	1842	1847	1852	1857	1862	1867	1872	1877	1882	1887	1892	1897	1902	1907	1912	1917	1922	1927	1932	1937	1942	1947	1952	1957	1962	1967	1972	1977	1982	1987	1992	1997	2002	2007	2012	2017	2022	2027	2032	2037	2042	2047	2052	2057	2062	2067	2072	2077	2082	2087	2092	2097	2102	2107	2112	2117	2122	2127	2132	2137	2142	2147	2152	2157	2162	2167	2172	2177	2182	2187	2192	2197	2202	2207	2212	2217	2222	2227	2232	2237	2242	2247	2252	2257	2262	2267	2272	2277	2282	2287	2292	2297	2302	2307	2312	2317	2322	2327	2332	2337	2342	2347	2352	2357	2362	2367	2372	2377	2382	2387	2392	2397	2402	2407	2412	2417	2422	2427	2432	2437	2442	2447	2452	2457	2462	2467	2472	2477	2482	2487	2492	2497	2502	2507	2512	2517	2522	2527	2532	2537	2542	2547	2552	2557	2562	2567	2572	2577	2582	2587	2592	2597	2602	2607	2612	2617	2622	2627	2632	2637	2642	2647	2652	2657	2662	2667	2672	2677	2682	2687	2692	2697	2702	2707	2712	2717	2722	2727	2732	2737	2742	2747	2752	2757	2762	2767	2772	2777	2782	2787	2792	2797	2802	2807	2812	2817	2822	2827	2832	2837	2842	2847	2852	2857	2862	2867	2872	2877	2882	2887	2892	2897	2902	2907	2912	2917	2922	2927	2932	2937	2942	2947	2952	2957	2962	2967	2972	2977	2982	2987	2992	2997	3002	3007	3012	3017	3022	3027	3032	3037	3042	3047	3052	3057	3062	3067	3072	3077	3082	3087	3092	3097	3102	3107	3112	3117	3122	3127	3132	3137	3142	3147	3152	3157	3162	3167	3172	3177	3182	3187	3192	3197	3202	3207	3212	3217	3222	3227	3232	3237	3242	3247	3252	3257	3262	3267	3272	3277	3282	3287	3292	3297	3302	3307	3312	3317	3322	3327	3332	3337	3342	3347	3352	3357	3362	3367	3372	3377	3382	3387	3392	3397	3402	3407	3412	3417	3422	3427	3432	3437	3442	3447	3452	3457	3462	3467	3472	3477	3482	3487	3492	3497	3502	3507	3512	3517	3522	3527	3532	3537	3542	3547	3552	3557	3562	3567	3572	3577	3582	3587	3592	3597	3602	3607	3612	3617	3622	3627	3632	3637	3642	3647	3652	3657	3662	3667	3672	3677	3682	3687	3692	3697	3702	3707	3712	3717	3722	3727	3732	3737	3742	3747	3752	3757	3762	3767	3772	3777	3782	3787	3792	3797	3802	3807	3812	3817	3822	3827	3832	3837	3842	3847	3852	3857	3862	3867	3872	3877	3882	3887	3892	3897	3902	3907	3912	3917	3922	3927	3932	3937	3942	3947	3952	3957	3962	3967	3972	3977	3982	3987	3992	3997	4002	4007	4012	4017	4022	4027	4032	4037	4042	4047	4052	4057	4062	4067	4072	4077	4082	4087	4092	4097	4102	4107	4112	4117	4122	4127	4132	4137	4142	4147	4152	4157	4162	4167	4172	4177	4182	4187	4192	4197	4202	4207	4212	4217	4222	4227	4232	4237	4242	4247	4252	4257	4262	4267	4272	4277	4282	4287	4292	4297	4302	4307	4312	4317	4322	4327	4332	4337	4342	4347	4352	4357	4362	4367	4372	4377	4382	4387	4392	4397	4402	4407	4412	4417	4422	4427	4432	4437	4442	4447	4452	4457	4462	4467	4472	4477	4482	4487	4492	4497	4502	4507	4512	4517	4522	4527	4532	4537	4542	4547	4552	4557	4562	4567	4572	4577	4582	4587	4592	4597	4602	4607	4612	4617	4622	4627	4632	4637	4642	4647	4652	4657	4662	4667	4672	4677	4682	4687	4692	4697	4702	4707	4712	4717	4722	4727	4732	4737	4742	4747	4752	4757	4762	4767	4772	4777	4782	4787	4792	4797	4802	4807	4812	4817	4822	4827	4832	4837	4842	4847	4852	4857	4862	4867	4872	4877	4882	4887	4892	4897	4902	4907	4912	4917	4922	4927	4932	4937	4942	4947	4952	4957	4962	4967	4972	4977	4982	4987	4992	4997	5002	5007	5012	5017	5022	5027	5032	5037	5042	5047	5052	5057	5062	5067	5072	5077	5082	5087	5092	5097	5102	5107	5112	5117	5122	5127	5132	5137	5142	5147	5152	5157	5162	5167	5172	5177	5182	5187	5192	5197	5202	5207	5212	5217	5222	5227	5232	5237	5242	5247	5252	5257	5262	5267	5272	5277	5282	5287	5292	5297	5302	5307	5312	5317	5322	5327	5332	5337	5342	5347	5352	5357	5362	5367	5372	5377	5382	5387	5392	5397	5402	5407	5412	5417	5422	5427	5432	5437	5442	5447	5452	5457	5462	5467	5472	5477	5482	5487	5492	5497	5502	5507	5512	5517	5522	5527	5532	5537	5542	5547	5552	5557	5562	5567	5572	5577	5582	5587	5592	5597	5602	5607	5612	5617	5622	5627	5632	5637	5642	5647	5652	5657	5662	5667	5672	5677	5682	5687	5692	5697	5702	5707	5712	5717	5722	5727	5732	5737	5742	5747	5752	5757	5762	5767	5772	5777	5782	5787	5792	5797	5802	5807	5812	5817	5822	5827	5832	5837	5842	5847	5852	5857	5862	5867	5872	5877	5882	5887	5892	5897	5902	5907	5912	5917	5922	5927	5932	5937	5942	5947	5952	5957	5962	5967	5972	5977	5982	5987	5992	5997	6002	6007	6012	6017	6022	6027	6032	6037	6042	6047	6052	6057	6062	6067	6072	6077	6082	6087	6092	6097	6102	6107	6112	6117	6122	6127	6132	6137	6142	6147	6152	6157	6162	6167	6172	6177	6182	6187	6192	6197	6202	6207	6212	6217	6222	6227	6232	6237	6242	6247	6252	6257	6262	6267	6272	6277	6282	6287	6292	6297	6302	6307	6312	6317	6322	6327	6332	6337	6342	6347	6352	6357	6362	6367	6372	6377	6382	6387	6392	6397	6402	6407	6412	6417	6422	6427	6432	6437	6442	6447	6452	6457	6462	6467	6472	6477	6482	6487	6492	6497	6502	6507	6512	6517	6522	6527	6532	6537	6542	6547	6552	6557	6562	6567	6572	6577	6582	6587	6592	6597	6602	6607	6612	6617	6622	6627	6632	6637	6642	6647	6652	6657	6662	6667	6672	6677	6682	6687	6692	6697	6702	6707	6712	6717	6722	6727	6732	6737	6742	6747	6752	6757	6762	6767	6772	6777	6782	6787	6792	6797	6802	6807	6812	6817	6822	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DIVISION II (b).—Turnpike Trusts which are not Free from Bonded Debt, and where the Local Act has Expired—continued.

NAME OF TRUST.	Local Act Expired in	Toll Income, 1868.	Amount of Debt and Interest when Local Act Expired.		Amount of Debt and Interest 31st December 1868.	Within the last 10 Years, 1859 to 1868, inclusive.			
			£.	s. d.		Amount paid off at Par.	Amount discharged by Composition.	Amount of Composition.	
County of Worcester.									
Birmingham and Bromsgrove -	1862	896	1,133	4 -	4	308	903	405	390
Broadway and Mickleton -	1845	102	1,193	14 -	5	807	210	63	60
Doglane Gate -	1842	220	1,415	- -	5	595	-	890	565
Dudley and Bretell-lane and Pedmore and Rowley (united) (b).	1863	-	-	-	-	-	-	-	-
Dudley, Halesowen, and Bromsgrove, Dudley, and New Inn, and Dudley and Wolverhampton (united) (c).	1860	-	-	-	-	-	-	-	-
Evesham, First District, Bretforton and Stonebow Divisions (united).	1843	697	-	-	-	1,475	550	-	-
Evesham and Alcester, Evesham District	1841	939	880	- -	5	800	300	-	-
Hundred House, First District	1843	825	6,320	- -	4½ and 5	1,680	-	1,840	1,341
Hundred House, Second District	1843	77	-	-	-	1,600	1,070	-	9 -
Innings-lane -	1842	105	450	- -	5	50	50	-	-
Kidderminster -	1842	1,865	16,440	- -	4½	1,100	4,860	-	-
Tenbury -	1844	467	300	- -	4	200	-	100	80
Tinkers' Gate -	1842	None received that year.	700	- -	5	200	-	300	220
Upton-upon-Severn	1846	615	900	- -	4	350	300	-	-
Welch Gate -	1842	663	2,775	- -	5	1,016	-	1,748	1,318
Worcester -	1867	7,202	2,150	- -	4½	1,950	-	-	8
		13,963				11,632	16 6		
County of York.									
Barnsley and Grange Moor	1846	283	5,010	- -	5	3,000	-	1,580	1,097
Barnsley and Pontefract -	1864	652	2,513	15 3	5	1,013	-	3,487	3,438
Barnsley and Shepley-lane Head	1866	210	5,466	9 -	- none -	4,496	348	989	350
Bawtry and Selby -	1863	480	6,806	16 -	5	4,030	18 5	1,776	968
Beverley, Heale, and North Cave	1863	512	2,275	- -	5	2,275	-	-	10
Beverley and Kexby Bridge, and Beverley, Molecroft, &c. (united).	1849	1,325	-	-	-	1,600	1,325	-	-
Boroughbridge to Catterick and Piersbridge	1846	630	1,950	- -	5	800	50	-	-
Bradford and Huddersfield	1860	1,894	(a)	- -	5	12,189	25 7 6	4,549	3 1
Bradford and Wakefield -	1840	2,710	7,900	- -	5	1,500	1,302	-	3
Brampton and Hooton Roberts	1869	443	(a)	- -	-	3,220	678 6 3	800	-
Collingham and York	1847	240	8,931	2 -	5	2,375	-	-	730
Colne and Broughton	1845	825	3,650	- -	5	1,600	-	3,080	1,076
Doncaster and Salter's Brook	1847	895	4,900	- -	5	1,061	373 15 4	865	7 4
Doncaster and Selby	1863	350	20,819	16 2	5	* 19,063	3,483 10 9	-	339 13 11
Doncaster and Thorne	1846	644	4,500	- -	5	1,375	670	650	468
Dudley-hill, Killinghall, and Harrogate	1860	819	(a)	- -	-	1,950	4,950	-	5 -
Dunford District -	1865	185	2,054	2 6	3	* 1,644	-	410	354
Elland and Brighouse	1868	625	10,797	12 1	5	10,797	-	-	15 -
Elland and Saddleworth -	1860	414	(a)	- -	-	6,723	-	-	-
Harrogate and Hewick, and Ripon and Pateley Bridge (united).	1835	1,399	-	-	-	925	900	-	-

* Including 8,583 l. 6s. 9d., not bearing interest.

* Including 1,094 l. at 1 d. per cent.

* Including 8,583 l. 6 s. 9 d., not bearing interest.

* Including 1,064 l. at 1 d. per cent.

[illegible]

(a) Accounts not yet laid before Parliament.

(b) The local Act for the Dudley, Pedmore, and Rowley Trust will not expire until 1878.

(c) The local Act for the Dudley, Halesowen, and Bromsgrove Trust will not expire until 1875.

DIVISION II. (b).—Turnpike Trusts which are not Free from Bonded Debt, and where the Local Act has Expired.

NAME OF TRUST.	Local Act Expired in	Toll Income, 1868.	Amount of Debt and Interest when Local Act Expired.	Amount of Debt and Interest 31st December 1868.	Within the last 10 Years, 1859 to 1868, inclusive.		
					Amount paid off at Par.	Amount discharged by Composition.	Amount of Composition.
County of Flint.							
Chester and Northop	1849	500	£. s. d. 5,750 10 -	£. s. d. 3,810 4 3	£. s. d. 600 - -	£. s. d. 1,109 15 9	£. s. d. 988 17 6
Denbigh and Rhyddlan	-	314	-	-	-	-	-
Mold and Broughton and Branch	-	590	5	5	530 - -	579 - -	507 12 -
Mold and Denbigh	-	619	5	4	-	-	-
Overtown District	-	765	-	4	500 - -	-	-
Pontblyddyn and Llandegla	-	453	5	5	530 - -	800 - -	637 5 6
Whitechurch and Marchiel	-	728	-	3	850 - -	-	-
Wracham and Mold	-	675	5	4	100 - -	500 - -	443 - -
		4,474			1,124 - -	-	-
County of Merioneth.							
Aberdovey District	1845	125	£. s. d. 1,327 - -	£. s. d. 668 13 6	-	-	-
County of Montgomery.							
Montgomery, Second District	1843	1,186	£. s. d. 5,844 - -	£. s. d. 3,684 - -	-	£. s. d. 1,610 - -	£. s. d. 1,127 - -
Montgomeryshire, First District, Abernethy by Glanulle, &c.	1865	147	£. s. d. 1,397 5 -	£. s. d. 1,397 5 -	-	-	-
Abernethy to Llandysall and Goltre Road	1865	18	£. s. d. 554 1 -	£. s. d. 554 1 -	-	-	-
Berriew to the Adfa	1865	163	£. s. d. 1,533 - -	£. s. d. 1,533 - -	-	-	-
Llanidloes to Steddfagerrig and Tytych	1865	258	£. s. d. 1,770 - -	£. s. d. 1,630 - -	-	£. s. d. 175 - -	£. s. d. 140 - -
Llanidloes to Weeg, Caerwys, &c.	1865	201	£. s. d. 170 - -	£. s. d. 170 - -	-	£. s. d. 50 - -	£. s. d. 40 - -
Montgomery to Garthmill	1865	220	£. s. d. 100 - -	£. s. d. 100 - -	£. s. d. 600 - -	-	-
Newtown and Caerwys to Pontdolgoch	1865	17	£. s. d. 630 - -	£. s. d. 630 - -	-	-	-
Newtown to Camnant Bridge	1865	233	£. s. d. 5,676 - -	£. s. d. 5,676 - -	-	-	-
Newtown and Kerry to the Blue Bell	1865	159	£. s. d. 2,407 7 8	£. s. d. 2,407 7 8	-	£. s. d. 350 - -	£. s. d. 280 - -
Newtown to Llanidloes	1865	247	£. s. d. 1,533 - -	£. s. d. 1,533 - -	-	-	-
Newtown to New Mills Bridge	1865	76	£. s. d. 1,458 - -	£. s. d. 1,458 - -	-	£. s. d. 115 - -	£. s. d. 82 - -
Newtown to Talurddig	1865	170	£. s. d. 3,552 - -	£. s. d. 3,552 - -	-	£. s. d. 100 - -	£. s. d. 80 - -
Rhiew Bridge to Newtown	1865	177	£. s. d. 700 - -	£. s. d. 700 - -	-	-	-
Montgomeryshire, Second District	1865	2,044	£. s. d. 25,904 - -	£. s. d. 31,237 5 6	-	-	-
Montgomeryshire, Third District	1865	1,325	£. s. d. 10,443 - -	£. s. d. 10,393 - -	-	-	-
Montgomeryshire, Blackwats and Rednall Branch.	1865	155	£. s. d. 676 16 -	£. s. d. 676 16 -	£. s. d. 40 - -	£. s. d. 900 - -	£. s. d. 730 - -
Montgomeryshire, Fourth District	1865	563	£. s. d. 6,519 10 -	£. s. d. 6,519 10 -	-	-	-
		7,357		£. s. d. 68,839 5 3			

(a) Accounts not yet laid before Parliament.

* The Returns do not show the Amount discharged by Composition.

SUMMARY of DIVISION II.—TURNPIKE TRUSTS which are not Free from DEBT.

C O U N T Y.	(a) Where the Local Act has not Expired.			(b) Where the Local Act has Expired.		
	Number.	Tolls, 1868.	Bonded Debt, 1868.	Number.	Tolls, 1868.	Bonded Debt, 1868.
		£. s. d.	£. s. d.		£. s. d.	£. s. d.
Bedford - - - - -	3	1,207 19 -	8,470 3 4	2	1,101 - -	2,688 - -
Berks - - - - -	8	3,048 5 4	5,826 18 4	7	3,091 - -	16,214 - -
Bucks - - - - -	1	392 - -	1,340 - -	6	4,208 - -	9,496 - -
Cambridge - - - - -	2	337 18 4	4,037 10 -	5	3,994 - -	12,252 12 -
Chester - - - - -	13	17,452 14 10	69,844 2 9	17	11,001 - -	28,996 18 2
Cornwall - - - - -	6	8,632 5 2	51,852 5 -	9	10,078 - -	27,448 1 6
Cumberland - - - - -	5	5,366 10 9	42,912 7 11	6	3,959 - -	15,790 - -
Derby - - - - -	19	18,491 4 5	73,618 7 11	16	12,842 - -	57,610 7 -
Devon - - - - -	17	27,492 4 8	188,301 10 -	13	11,692 - -	148,763 9 5
Dorset - - - - -	12	9,556 1 5	83,403 - 5	6	4,734 - -	15,064 3 4
Durham - - - - -	2	914 16 5	8,121 - -	11	12,608 - -	33,903 2 -
Essex - - - - -	-	- - -	- - -	1	910 - -	150 - -
Gloucester - - - - -	19	13,893 17 -	122,220 3 11	11	10,544 - -	20,662 10 11
Hants - - - - -	9	2,937 3 5	25,686 6 -	19	7,313 - -	40,308 12 -
Hereford - - - - -	4	5,394 - -	11,458 18 7	5	3,171 - -	8,438 18 5
Hertford - - - - -	1	2,085 - -	2,850 - -	6	3,985 - -	11,270 - -
Huntingdon - - - - -	-	- - -	- - -	5	4,713 - -	10,214 19 5
Kent - - - - -	9	3,404 12 9	44,661 15 9	19	11,817 - -	40,883 9 5
Lancaster - - - - -	29	34,230 15 7	217,797 8 4	23	45,902 - -	77,098 10 9
Leicester - - - - -	7	6,469 15 -	11,480 - 4	6	4,876 - -	16,306 7 7
Lincoln - - - - -	9	7,684 14 1	18,797 15 -	6	3,805 - -	17,279 16 3
Middlesex - - - - -	1	2,438 6 8	4,650 - -	1	14,518 - -	30,702 10 10
Monmouth - - - - -	5	7,943 7 5	36,485 5 3	3	1,537 - -	6,110 7 2
Norfolk - - - - -	-	- - -	- - -	8	4,545 - -	16,275 - -
Northampton - - - - -	8	6,590 14 4	23,189 6 8	10	5,341 - -	20,460 6 1
Northumberland - - - - -	7	8,364 6 11	44,586 - -	4	3,855 - -	21,042 - -
Nottingham - - - - -	4	2,529 16 8	15,499 13 4	10	5,777 - -	32,969 3 11
Oxford - - - - -	6	3,858 13 4	17,088 7 8	11	7,128 - -	43,470 12 -
Rutland - - - - -	-	- - -	- - -	2	820 - -	2,838 19 10
Salop - - - - -	7	7,543 5 4	28,436 5 4	14	8,178 - -	41,745 11 5
Somerset - - - - -	10	11,630 9 7	76,386 9 1	11	21,128 - -	57,845 - -
Stafford - - - - -	11	9,633 16 10	40,572 13 6	20	13,477 - -	59,224 13 11
Suffolk - - - - -	2	385 19 1	8,553 3 -	3	1,100 - -	5,665 - -
Surrey - - - - -	5	3,001 17 6	18,905 16 7	5	3,533 - -	19,647 - -
Sussex - - - - -	9	5,862 8 1	42,157 13 10	19	9,250 - -	95,870 6 2
Warwick - - - - -	4	2,943 10 4	10,867 - -	21	13,923 - -	22,211 9 8
Westmorland - - - - -	6	2,330 8 3	21,702 6 3	3	1,412 - -	3,250 2 -
Wilts - - - - -	9	7,097 3 -	28,756 7 -	15	7,037 - -	29,787 15 10
Worcester - - - - -	7	15,087 18 4	12,374 4 -	14	13,963 - -	11,632 16 6
York - - - - -	42	31,358 11 3	180,449 3 10	45	40,771 - -	184,216 15 6
NORTH WALES:						
Anglesey - - - - -	1	3,343 1 7	548 15 -	1	175 - -	700 - -
Carnarvon - - - - -	1	643 5 7	1,755 1 9	3	2,740 - -	6,113 7 6
Denbigh - - - - -	2	909 14 10	12,940 - -	7	3,497 - -	10,103 14 2
Flint - - - - -	2	4,810 - -	31,049 19 2	8	4,474 - -	13,454 4 3
Merioneth - - - - -	5	2,751 2 4	17,352 10 6	1	125 - -	666 13 6
Montgomery - - - - -	1	103 19 8	7,200 - -	18	7,357 - -	63,839 5 2
TOTAL - - - - -	325	310,153 15 1	1,674,185 10 4	456	372,105 - -	1,409,682 8 6

TURNDPIKE TRUSTS.

RETURN of the TURNDPIKE TRUSTS which will remain on the 1st day of July next, arranged in Two Divisions, viz., those which are Free and those which are not Free from Bonded Debt, distinguishing those (a) where the Local Act has not expired, from those (b) where the Local Act has expired; stating, in each case, the Year when the Local Act will expire or did expire, the Amount of Tolls received in 1868, and the Amount of Bonded Debt on 31 December 1868; &c.

(*Mr. Knatchbull-Hugessen.*)

*Ordered, by The House of Commons, to be Printed,
1 July 1870.*

HIGHWAYS.

ABSTRACTS OF THE GENERAL STATEMENTS

OF THE

Receipts and Expenditure

ON ACCOUNT OF THE

**Highways of the several Parishes,
Townships, &c.**

IN

ENGLAND AND WALES,

FOR THE YEAR 1868.

Presented to both Houses of Parliament by Command of Her Majesty.



LONDON:

PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,

PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.

FOR HER MAJESTY'S STATIONERY OFFICE.

1870.

*** * * This Return comprises the following Abstracts :—**

- 1. England and North Wales, so far as the Highways are included in *Divisions*, under the 12th & 13th Victoria, Cap. 35., for the year ending 25th March 1868.**
 - 2. England and North Wales, so far as the Highways are included in *Districts*, under the 25th & 26th Victoria, Cap. 61., and the 27th & 28th Victoria, Cap. 101., for the year ending 31st December 1868.**
 - 3. South Wales, complete, under the 23rd & 24th Victoria, Cap. 68., for the year ending 25th March 1868.**
-

**SUMMARY of the RECEIPTS and EXPENDITURE of the several Returns
included in these Abstracts.**

Number of Returns, 16,270.

Balance in hand -	-	-	-	-	-	-	£	s.	d.
Balance overspent	-	-	-	-	-	-	181,795	12	2
							71,433	8	3
RECEIPTS.									
Rates or Assessments	-	-	-	-	-	-	1,427,940	2	0
Team Labour performed in lieu of Rates	-	-	-	-	-	-	17,217	12	3
Other Work performed in lieu of Rates	-	-	-	-	-	-	2,482	1	11
From Turnpike Trusts	-	-	-	-	-	-	19,158	18	8
Money borrowed	-	-	-	-	-	-	9,920	0	0
Other Receipts	-	-	-	-	-	-	29,315	6	0
Total Receipts							1,506,034	0	10
EXPENDITURE.									
Manual Labour	-	-	-	-	-	-	593,858	12	5
Team Labour	-	-	-	-	-	-	245,146	1	11
Materials	-	-	-	-	-	-	380,481	17	1
Tradesmen's Bills	-	-	-	-	-	-	72,379	2	11
Law Charges	-	-	-	-	-	-	2,438	16	3
Improvements	-	-	-	-	-	-	26,178	13	1
Salaries and Common Charges	-	-	-	-	-	-	96,780	3	11
Team Labour performed in lieu of Rates	-	-	-	-	-	-	17,217	12	3
Other Work performed in lieu of Rates	-	-	-	-	-	-	2,482	1	11
To Turnpike Trusts	-	-	-	-	-	-	21,864	11	10
Interest of Debt	-	-	-	-	-	-	781	0	4
Money borrowed repaid	-	-	-	-	-	-	1,651	17	3
Other Payments	-	-	-	-	-	-	36,786	19	9
Total Expenditure							1,498,047	10	11
Balance in hand	-	-	-	-	-	-	189,388	11	8
Balance overspent	-	-	-	-	-	-	71,039	17	10
Money borrowed	-	-	-	-	-	-	21,309	14	11
Unpaid Interest	-	-	-	-	-	-	95	17	1

Home Office, Whitehall,
1st February 1870.

E. H. KNATCHBULL-HUGESSEN.

LIST OF COUNTIES.

ENGLAND.

	<i>Divisions.</i>	<i>Districts.</i>		<i>Divisions.</i>	<i>Districts.</i>
	<i>Page.</i>	<i>Page.</i>		<i>Page.</i>	<i>Page.</i>
ABSTRACT OF THE GENERAL STATEMENTS	5	32, 33	LEICESTER	—	44, 45
BEDFORD	—	34, 35	LINCOLN	16, 17	ib.
BERKS	8, 9	ib.	MIDDLESEX	ib.	ib.
BUCKS	ib.	—	MONMOUTH	—	ib.
CAMBRIDGE	ib.	34, 35	NORFOLK	16, 19	—
CHESTER	10, 11	ib.	NORTHAMPTON	18, 19	44, 45
CORNWALL	ib.	34-37	NORTHUMBERLAND	ib.	46, 47
CUMBERLAND	ib.	36, 37	NOTTINGHAM	—	ib.
DERBY	ib.	ib.	OXFORD	18, 19	ib.
DEVON	ib.	ib.	RUTLAND	ib.	—
DORSET	ib.	38, 39	SALOP	20, 21	ib.
DURHAM	12, 13	ib.	SOMERSET	ib.	48, 49
ESSEX	ib.	ib.	STAFFORD	ib.	ib.
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HANTS	ib.	40, 41	SURREY	22, 23	ib.
HEREFORD	ib.	ib.	SUSSEX	ib.	50, 51
HERTFORD	14, 15	42, 43	WARWICK	ib.	ib.
HUNTINGDON	ib.	ib.	WESTMORLAND	ib.	—
KENT	ib.	ib.	WILTS	24, 25	50, 51
LANCASTER	ib.	ib.	WORCESTER	ib.	ib.
			YORK	24-27	52, 53

W A L E S.

NORTH WALES.			SOUTH WALES.		
ANGLESEY	28, 29	—	BRECON	—	54, 55
CARNARVON	ib.	—	CARDIGAN	—	ib.
DENBIGH	ib.	50, 51	CARMARTHEN	—	ib.
FLINT	ib.	—	GLAMORGAN	—	56, 57
MERIONETH	30, 31	—	PEMBROKE	—	ib.
MONTGOMERY	ib.	—	RADNOR	—	ib.
ABSTRACT	5	32, 33	ABSTRACT	—	ib.

EXPEND ^{ES,} _{1868.}				NAMES OF COUNTIES.
Materials.	Tradesmen's Bills.	Salaries.	1 ^{erspent.} in	
ENGLAND.				
£ s. d.	£ s. d.	£ s. d.	£ s. d.	
—	—	—	—	BEDFORDSHIRE.
1,389 0 8	677 5 0	332 3 0	678 9 0	BERKSHIRE.
8,492 2 5	2,411 7 4	454 0 2	657 16 3	BUCKINGHAMSHIRE.
1,007 3 11	1,529 9 10	908 17 2	670 18 8	CAMBRIDGESHIRE.
487 16 8	49 5 10	178 15 0	—	CHESHIRE.
427 4 10	211 10 9	164 12 2	73 17 2	CORNWALL.
958 10 7	260 15 10	338 9 2	623 8 4	CUMBERLAND.
3,348 8 3	1,050 6 2	882 10 2	665 11 11	DERBYSHIRE.
591 8 10	330 3 7	96 15 9	69 7 4	DEVONSHIRE.
281 19 7	177 4 9	3 0 0	10 14 10	DORSETSHIRE.
167 8 5	56 8 5	77 11 0	—	DURHAM.
9,386 0 0	3,824 1 1	1,100 0 11	658 11 10	ESSEX.
1,142 4 4	272 5 5	208 6 8	92 6 0	GLOUCESTERSHIRE.
3,694 5 8	236 0 4	266 8 3	35 6 0	HAMPSHIRE.
359 17 4	18 14 0	56 5 0	52 8 0	HEREFORDSHIRE.
4,954 9 4	2,220 11 10	490 0 7	31 4 7	HERTFORDSHIRE.
22 12 4	12 10 11	5 0 0	34 10 3	HUNTINGDONSHIRE.
531 18 4	899 7 1	136 0 0	44 15 4	KENT.
9,389 15 11	1,992 6 4	2,260 11 11	59 4 1	LANCASHIRE.
—	—	—	—	LEICESTERSHIRE.
37,313 0 6	4,441 11 6	2,253 17 0	75 0 11	LINCOLNSHIRE.
7,692 7 8	4,035 17 8	3,091 8 7	78 14 2	MIDDLESEX.
—	—	—	—	MONMOUTHSHIRE.
7,834 6 10	1,437 3 6	766 6 11	41 8 2	NORFOLK.
1,520 14 7	217 5 10	92 0 0	46 15 7	NORTHAMPTONSHIRE.
1,602 4 3	120 2 8	209 10 0	85 12 6	NORTHUMBERLAND.
—	—	—	—	NOTTINGHAMSHIRE.
42 7 4	44 19 0	11 0 0	—	OXFORDSHIRE.
1,929 4 8	231 4 3	118 2 6	51 11 1	RUTLANDSHIRE.
295 3 7	118 4 3	29 8 8	36 12 3	SHROPSHIRE.
156 12 11	18 17 2	37 6 9	53 13 6	SOMERSETSHIRE.
3,587 18 11	1,539 0 5	1,175 1 8	11 7 7	STAFFORDSHIRE.
6,053 16 2	1,380 18 7	977 12 0	19 2 2	SUFFOLK.
337 12 8	139 7 3	105 15 0	—	SURREY.
8,108 8 2	1,941 12 3	1,224 16 0	54 4 8	SUSSEX.
4,573 5 11	1,319 1 0	515 0 7	31 18 7	WARWICKSHIRE.
484 8 10	70 16 9	113 12 0	28 4 1	WESTMORLAND.
55 4 4	13 7 5	12 10 0	3 9 1	WILTSHIRE.
1,891 8 6	535 15 5	249 3 9	14 1 6	WORCESTERSHIRE.
40,448 10 0	6,743 17 2	3,058 10 9	16 19 2	YORKSHIRE.
80,559 3 3	40,578 16 7	22,000 9 1	16 19 7	
NORTH WALES.				
717 4 5	102 10 10	309 17 3	15 7 0	ANGLESEY.
150 2 10	49 6 8	278 12 10	2 9 6	CARNARVONSHIRE.
334 6 5	78 1 8	23 8 8	1 12 11	DENBIGHSHIRE.
636 19 8	94 12 1	217 16 8	0 15 10	FLINTSHIRE.
8 16 5	1 2 11	12 12 11	6 18 4	MERIONETHSHIRE.
412 12 1	135 17 4	24 1 0	4 12 6	MONTGOMERYSHIRE.
2,260 1 10	461 11 6	866 9 4	1 16 1	
82,819 5 1	41,040 8 1	22,866 18 5	8 15 8	{ TOTAL OF ENGLAND AND NORTH WALES.

provement Acts," are now included with the "Loc

ABSTRACT
GENERAL
BEDFORD
BERKS
BUCKS
CAMBRIDGE
CHESTER
CORNWALL
CUMBERLAND
DERBY
DEVON
DORSET
DURHAM
ESSEX
GLOUCESTER
HANTS
HEREFORD
HERTFORD
HUNTINGDON
KENT
LANCASTER

ANGLESEY
CARNARVON
DENBIGH
FLINT
MERIONETH
MONTGOMERY
ABSTRACT

ABSTRACT STATEMENTS.

ENGLAND.

COUNTY OF BERKS. - - - - -

NAMES OF DIVISIONS, &c.		BALANCES, 25th March 1867.		RECEIPTS.							Mamul Labor.
		In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.		
Returns.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Forest, The	- 17	136 19 8	46 9 10	1,278 15 3	46 5 6	- - -	- - -	24 14 7	1,349 15 4	472 10 1	
Lamborne	- 7	84 16 0	8 0 0	393 0 4	- - -	- - -	- - -	- - -	393 0 4	154 4 7	
Maidenhead	- 8	135 1 9	34 3 4	1,257 1 1	- - -	- - -	- - -	17 18 3	1,274 19 4	282 10 1	
Newbury	- 44	313 1 9	164 15 1	1,513 2 8	24 12 0	- - -	- - -	42 2 6	1,579 17 2	719 9 4	
Reading	- 26	153 6 0	127 17 2	1,180 8 3	26 5 9	- - -	- - -	38 13 2	1,245 7 2	593 2 5	
Wantage	- 2	42 5 6	- - -	38 8 1	- - -	- - -	- - -	- - -	38 8 1	29 17 7	
Windsor	- 4	8 1 9	12 17 3	694 18 8	- - -	- - -	- - -	38 19 7	733 18 3	204 3 4	
Borough of Abingdon	- 1	43 7 1	- - -	370 15 0	- - -	- - -	3 5 7	13 6 0	387 6 7	287 19 3	
109		916 19 6	394 2 8	6,726 9 4	97 3 3	- - -	3 5 7	175 14 1	7,002 12 3	2,743 7 11	

COUNTY OF BUCKS. - - - - -

Ashendon	- 17	224 0 0	99 18 0	1,730 16 6	86 15 10	0 10 0	- - -	0 11 6	1,818 13 10	561 11 11
Aylesbury	- 39	593 10 10	115 7 8	3,059 10 3	8 9 6	- - -	307 1 6	130 18 0	3,505 19 3	1,183 10 7
Buckingham	- 32	302 17 4	93 7 2	1,878 15 1	59 7 6	9 10 0	- - -	48 10 11	1,996 3 6	799 10 4
Burnham	- 17	267 2 0	105 9 2	1,346 7 0	43 15 4	- - -	174 18 6	19 5 6	1,584 6 4	554 18 2
Chesham	- 13	79 17 10	21 14 4	561 4 3	- - -	- - -	- - -	9 17 4	571 1 7	238 15 4
Cottesloe, South	- 18	381 12 6	138 10 11	2,884 1 9	- - -	- - -	1 0 0	30 11 11	2,915 13 8	951 2 1
Desborough, 1st Div.	- 8	83 4 3	79 3 9	839 2 6	28 14 4	5 6 0	- - -	47 14 7	920 17 5	390 15 6
Desborough, 2nd Div.	11	168 14 10	35 15 10	1,209 14 7	1 11 7	1 1 0	241 19 6	155 4 9	1,609 11 5	578 15 8
Newport	- 44	400 2 2	119 12 11	3,162 0 11	- - -	- - -	- - -	91 3 10	3,253 4 9	1,057 16 8
Stoke	- 12	231 16 4	39 9 7	1,331 10 8	22 9 5	- - -	244 13 0	222 6 0	1,820 19 1	494 16 4
Stony Stratford	- 9	248 5 6	0 4 9	607 4 1	17 17 0	- - -	27 15 6	35 7 8	688 4 3	241 17 2
Winslow	- 26	272 7 0	149 15 8	1,804 10 10	58 6 9	2 17 0	- - -	6 0 0	1,871 14 7	525 14 2
Boroughs, &c.	- 7	234 15 4	5 9 8	637 1 5	11 1 6	- - -	- - -	214 10 10	862 13 9	348 1 2
	253	3,488 5 11	1,003 19 5	21,051 19 10	338 8 9	19 4 0	997 8 0	1,012 2 10	23,419 3 5	7,922 11 2

COUNTY OF CAMBRIDGE. - - - - -

Arrington and Melbourne	28	255 15 2	202 16 10	2,918 12 11	- - -	- - -	- - -	48 1 4	2,966 14 3	730 8 9
Bottisham	- 11	169 19 1	47 7 0	1,265 14 4	32 16 10	- - -	- - -	189 11 6	1,488 2 8	397 11 4
Cambridge	- 33	656 15 0	117 19 7	4,285 18 1	- - -	- - -	- - -	533 15 10	4,819 13 11	1,812 19 10
Caxton	- 16	73 7 9	70 15 11	1,086 10 7	25 2 6	- - -	- - -	59 9 4	1,171 2 5	377 18 5
Linton	- 20	245 15 4	193 10 9	1,480 11 8	27 12 6	- - -	- - -	36 13 7	1,544 17 9	374 8 4
Newmarket	- 18	492 1 0	113 13 2	2,991 14 1	- - -	- - -	- - -	44 3 5	3,035 17 6	1,276 4 1
ISLE OF ELY.										
Ely and Witchford, South	12	290 0 3	78 7 2	2,524 1 0	- - -	- - -	- - -	30 13 5	2,554 14 5	639 7 9
Whittlesey	- 2	140 13 3	- - -	2,283 1 3	- - -	- - -	- - -	887 3 2	3,170 4 5	499 11 2
Wisbech	- 9	162 16 0	166 10 5	5,137 15 9	- - -	- - -	- - -	123 5 8	5,261 1 5	991 15 6
Witchford, North	- 5	137 12 2	- - -	1,651 10 4	- - -	- - -	- - -	25 0 0	1,676 10 4	459 10 4
	154	2,624 15 0	991 0 10	25,625 10 0	85 11 10	- - -	- - -	1,977 17 3	27,688 19 1	7,479 10 1

ENGLAND.

COUNTY OF BERKS.

EXPENDITURE.									BALANCES, 25th March 1868.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
222 16 2	231 2 6	131 10 6	105 2 0	46 5 6	- - -	- - -	56 16 2	1,265 13 1	258 11 5	83 19 4
78 5 10	168 12 8	23 13 10	5 0 0	- - -	- - -	- - -	8 4 9	438 1 8	53 11 5	21 16 9
394 13 0	396 8 1	118 19 1	68 0 0	- - -	- - -	- - -	33 9 6	1,293 19 10	146 7 3	64 9 4
397 5 6	140 0 3	137 5 4	5 0 0	24 12 0	- - -	- - -	234 9 0	1,658 1 10	259 14 11	189 12 11
353 5 10	112 2 11	126 4 9	80 1 0	26 5 9	- - -	0 6 0	26 2 4	1,317 11 5	186 5 6	233 0 11
4 7 4	11 11 8	1 3 7	- - -	- - -	- - -	- - -	0 7 0	47 7 2	34 12 5	1 6 0
140 4 8	146 13 7	128 11 10	55 0 0	- - -	- - -	- - -	19 12 6	694 5 11	53 4 9	18 7 11
- - -	182 9 0	9 16 1	14 0 0	- - -	- - -	- - -	2 5 0	496 9 6	- - -	65 15 10
590 18 4	1,389 0 8	677 5 0	332 3 0	97 3 3	- - -	0 6 0	381 6 3	7,211 10 5	992 7 8	678 9 0

COUNTY OF BUCKS.

112 17 5	875 11 6	58 14 2	14 10 0	86 15 10	0 10 0	89 0 0	31 14 10	1,781 5 8	177 10 8	16 0 6
70 9 10	1,631 5 7	360 2 7	114 7 0	8 9 6	- - -	59 0 0	148 14 1	3,575 19 2	488 18 9	80 15 6
275 5 7	781 16 2	95 7 6	14 0 0	59 7 6	9 10 0	- - -	28 6 0	2,063 3 1	223 19 8	81 9 1
178 3 11	283 19 1	161 5 0	78 12 0	43 15 4	- - -	- - -	128 15 2	1,429 8 11	380 18 11	64 8 8
23 11 6	173 3 9	106 19 0	- - -	- - -	- - -	- - -	70 18 2	613 11 9	37 6 8	21 13 4
145 7 10	1,226 3 10	242 19 8	20 0 0	- - -	- - -	- - -	36 6 1	2,621 19 6	616 17 9	80 2 0
109 18 9	116 8 0	215 17 7	52 10 0	28 14 4	5 6 0	- - -	17 12 0	937 1 8	87 19 1	100 2 10
28 0 6	567 7 7	269 1 1	85 5 4	1 11 7	1 1 0	15 18 0	51 15 4	1,593 18 5	199 2 1	50 10 1
608 0 8	987 3 3	324 8 9	10 0 0	- - -	- - -	113 5 0	258 14 0	3,359 8 4	386 19 8	162 14 0
452 4 2	273 11 3	223 2 2	55 0 0	22 9 5	- - -	- - -	119 4 2	1,640 7 8	426 8 5	53 10 3
85 6 10	279 9 11	31 12 8	- - -	17 17 0	- - -	94 16 8	43 14 4	794 14 5	147 11 7	6 1 0
113 3 6	1,072 14 7	117 14 5	6 15 10	58 6 9	2 17 0	2 18 1	56 16 8	1,957 1 0	147 19 0	110 14 1
108 19 2	223 7 11	204 2 9	3 0 0	11 1 6	- - -	- - -	106 5 1	1,004 17 7	116 16 9	29 14 11
3,311 9 8	8,492 2 5	2,411 7 4	454 0 2	338 8 9	19 4 0	324 17 9	1,098 15 11	23,372 17 2	3,388 9 0	857 16 3

COUNTY OF CAMBRIDGE.

584 4 3	1,254 8 0	89 10 2	144 17 0	- - -	- - -	- - -	55 7 6	2,848 15 8	329 8 7	158 11 8
226 14 5	493 4 8	113 16 8	54 7 6	32 16 10	- - -	- - -	100 1 7	1,418 12 10	244 5 5	52 3 6
868 18 11	1,592 10 4	311 11 10	152 7 0	- - -	- - -	36 4 0	245 8 6	5,020 0 5	546 5 3	207 16 4
215 4 6	233 11 3	98 11 2	17 6 6	25 2 6	- - -	53 0 0	40 9 9	1,061 4 4	114 15 2	2 5 3
297 8 4	221 19 4	87 0 3	85 10 0	27 12 6	- - -	- - -	874 15 4	1,468 9 1	279 6 1	150 12 10
602 7 4	829 19 9	340 13 10	97 10 0	- - -	- - -	- - -	41 4 3	3,187 19 3	428 2 10	201 16 9
289 6 10	1,182 11 10	187 17 8	40 0 0	- - -	- - -	- - -	51 16 3	2,391 0 4	387 16 8	12 9 6
187 7 9	1,132 5 9	44 14 1	59 5 2	- - -	- - -	- - -	937 5 5	2,860 9 4	450 8 4	-
657 16 7	3,179 9 1	186 11 1	181 8 0	- - -	- - -	- - -	39 19 6	5,166 19 3	175 10 7	85 2 10
185 5 0	887 3 11	69 3 1	76 6 0	- - -	- - -	- - -	37 15 9	1,715 4 1	98 18 5	-
4,114 13 11	11,007 8 11	1,529 9 10	908 17 2	85 11 10	- - -	89 4 0	1,924 3 10	27,138 14 7	3,054 17 4	870 18 8

COUNTY OF CHESTER.

NAMES OF DIVISIONS, &c.	BALANCES, 25th March 1867.		RECEIPTS.							Manna Labour.
	In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.		
Returns.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Hyde - - - 1	- - -	- - -	617 7 8	- - -	- - -	- - -	6 4 3	623 11 11	223 10 2	
Borough of Congleton - 1	34 18 2	- - -	805 18 5	- - -	- - -	- - -	7 19 11	813 18 4	287 15 11	
2	34 18 2	- - -	1,423 6 1	- - -	- - -	- - -	14 4 2	1,437 10 3	511 6 2	

COUNTY OF CORNWALL.

Penwith, East - - 1	35 2 0	- - -	695 16 4	- - -	- - -	- - -	- - -	695 16 4	356 9 2
Penwith, West - - 2	184 7 9	- - -	479 13 6	- - -	- - -	- - -	9 4 9	488 18 3	176 11 0
Boroughs, &c. - - 4	67 0 10	3 7 0	781 1 5	- - -	- - -	- - -	16 5 0	747 6 5	350 2 2
7	286 10 7	3 7 0	1,906 11 3	- - -	- - -	- - -	25 9 9	1,932 1 0	882 17 0

COUNTY OF CUMBERLAND.

Allerdale above Derwent 37	353 9 0	160 12 10	1,506 14 10	182 1 5	95 14 2	14 19 7	407 15 9	2,157 5 9	847 9 2
Bootle - - - 15	153 9 3	1 13 5	339 10 10	17 10 9	14 11 11	- - -	1 7 10	373 1 4	214 4 11
Cumberland Ward - 46	312 18 5	72 11 2	1,560 0 10	- - -	- - -	- - -	0 17 3	1,560 18 1	925 14 5
Derwent - - - 67	476 14 5	81 13 6	1,553 19 1	41 19 8	19 14 4	14 5 6	29 19 10	1,661 18 5	968 15 4
165	1,296 11 1	316 10 11	4,962 5 7	191 11 10	130 0 5	29 5 1	440 0 8	5,753 3 7	2,956 4 4

COUNTY OF DERBY.

Alfreton - - - 23	210 18 10	87 1 1	1,677 4 8	436 9 9	11 10 9	4 0 0	22 9 0	2,151 14 2	773 3 10
Appletree - - - 21	55 15 4	15 0 4	707 12 10	82 4 0	- - -	- - -	9 18 0	749 14 10	298 9 4
Ashbourne - - - 37	211 14 8	19 17 11	1,101 5 1	- - -	- - -	- - -	47 11 6	1,148 16 7	454 11 4
Bakewell - - - 47	193 16 3	18 11 8	1,149 0 1	124 1 3	43 15 3	58 6 4	56 19 7	1,427 2 6	769 14 2
Belper - - - 13	109 17 8	10 3 1	828 7 3	- - -	- - -	57 10 0	31 14 7	917 11 10	420 6 4
Chapel-en-le-Frith - 27	207 12 6	79 12 7	2,204 19 10	- - -	- - -	39 12 9	159 9 11	2,404 2 6	1,345 16 9
Chesterfield - - - 32	958 13 6	28 3 4	2,644 6 8	239 6 6	- - -	7 6 6	8 19 6	2,899 19 2	1,434 8 10
Derby - - - 47	479 8 2	72 4 11	2,107 15 9	78 18 9	- - -	- - -	53 15 6	2,240 5 0	991 0 1
Eckington - - - 17	354 10 2	15 11 7	2,200 11 6	69 5 8	1 2 6	- - -	9 11 5	2,280 11 1	1,006 18 1
Glossop - - - 11	311 1 7	- - -	793 18 10	- - -	- - -	- - -	8 17 8	802 11 6	572 15 5
Repton & Gresley - 20	214 9 8	38 5 4	879 5 2	29 17 6	- - -	- - -	36 13 3	945 15 11	348 1 10
Smalley - - - 17	110 3 2	81 2 6	868 9 9	205 3 11	- - -	30 0 0	5 10 0	1,109 3 8	347 10 2
Wirksworth - - - 20	84 6 2	9 2 9	804 14 9	53 9 8	15 7 5	53 3 4	22 6 5	949 1 7	335 13 11
832	3,502 7 8	374 17 1	17,967 7 2	1,268 12 0	71 15 11	244 18 11	473 16 4	2,0026 10 4	9,098 12 10

COUNTY OF DEVON.

Honiton - - - 1	- - -	4 0 4	113 3 6	- - -	- - -	- - -	- - -	113 3 6	29 2 0
Paignton - - - 8	128 5 4	- - -	389 12 6	- - -	- - -	- - -	0 2 0	389 14 6	105 12 6
Boroughs, &c. - - 9	158 13 1	38 0 2	2,763 6 4	- - -	- - -	196 11 6	143 11 11	3,103 9 9	1,890 1 10
18	286 18 5	42 0 6	3,266 2 4	- - -	- - -	196 11 6	143 13 11	3,606 7 9	2,024 16 4

COUNTY OF DORSET.

Boroughs, &c. - - 5	94 6 9	10 11 0	952 6 8	- - -	- - -	- - -	31 12 9	983 19 5	458 10 11
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COUNTY OF CHESTER.

EXPENDITURE.									BALANCES, 25th March 1868.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
73 9 2	241 17 4	26 4 9	30 0 0	- - -	- - -	- - -	1 15 1	596 16 7	26 15 4	—
62 7 6	245 19 4	23 1 1	148 15 0	- - -	- - -	- - -	75 1 1	842 19 11	5 16 7	—
135 16 8	487 16 8	49 5 10	178 15 0	- - -	- - -	- - -	76 16 2	1,439 16 6	32 11 11	—

COUNTY OF CORNWALL.

128 19 8	123 1 11	32 10 5	40 0 0	- - -	- - -	- - -	33 12 7	714 7 10	16 10 6	—
88 19 7	140 19 9	91 9 8	93 17 0	- - -	- - -	- - -	36 14 1	628 11 1	79 1 7	34 6 8
16 13 4	163 3 2	87 10 8	30 15 2	- - -	- - -	- - -	142 17 8	791 2 9	59 8 0	39 10 6
234 12 7	427 4 10	211 10 9	164 12 2	- - -	- - -	- - -	213 4 4	2,134 1 8	155 0 1	73 17 2

COUNTY OF CUMBERLAND.

298 5 9	383 3 5	126 14 0	122 11 7	132 1 5	95 14 2	114 11 10	172 0 9	2,292 12 9	235 0 7	177 11 5
43 8 1	23 3 11	1 16 0	23 2 7	17 10 9	14 11 11	- - -	22 6 3	360 4 5	174 7 8	9 14 6
170 13 0	304 14 3	72 17 7	30 1 0	- - -	- - -	3 11 4	26 8 2	1,533 19 9	357 10 9	90 5 2
223 8 4	247 9 0	59 8 3	162 14 0	41 19 8	19 14 4	- - -	67 4 1	1,790 13 0	312 3 7	45 17 3
735 15 2	958 10 7	260 15 10	338 9 2	191 11 10	130 0 5	118 3 2	287 19 3	5,977 9 11	1,079 2 2	323 8 4

COUNTY OF DERBY.

321 2 1	251 15 5	78 15 2	155 18 0	436 9 9	11 10 9	39 12 6	57 5 7	2,125 13 1	242 13 11	42 15 1
164 9 0	157 19 8	50 10 0	17 0 0	32 4 0	- - -	- - -	27 11 11	748 3 11	67 3 11	24 18 0
186 13 5	194 11 3	60 2 1	40 13 0	- - -	- - -	118 7 7	97 16 4	1,152 15 0	226 13 1	38 14 9
287 4 7	129 16 9	57 19 8	76 18 10	124 1 3	43 15 3	33 15 6	58 3 3	1,581 9 3	129 16 3	108 18 5
168 0 11	172 19 1	62 9 10	45 0 0	- - -	- - -	77 18 9	40 17 10	987 12 9	73 15 4	44 1 8
512 12 8	378 12 10	193 3 10	55 6 3	- - -	- - -	- - -	118 1 10	2,603 14 2	124 2 6	195 14 3
643 18 4	501 15 7	94 9 11	112 10 0	239 6 6	- - -	66 5 0	46 12 4	3,139 6 6	733 11 1	42 8 3
410 6 9	491 19 3	182 2 3	86 14 10	78 13 9	- - -	- - -	120 9 0	2,361 5 11	888 10 4	102 8 0
469 1 9	413 3 4	136 14 1	184 7 3	69 5 8	1 2 6	69 12 6	75 1 11	2,425 7 1	198 1 9	3 19 2
139 7 11	97 11 8	23 6 8	10 0 0	- - -	- - -	- - -	51 17 2	895 1 7	238 9 9	19 18 3
272 3 5	201 10 4	51 7 11	22 0 0	29 17 6	- - -	- - -	43 2 10	968 3 10	166 0 1	12 3 8
140 0 2	225 14 11	29 1 10	55 18 0	205 3 11	- - -	- - -	103 2 11	1,106 11 11	100 3 2	18 10 9
141 15 3	130 18 2	30 2 11	20 4 0	53 9 8	15 7 5	206 18 6	22 15 7	957 5 5	78 1 3	11 1 8
3,856 16 3	3,348 8 3	1,050 6 2	882 10 2	1,268 12 0	71 15 11	612 10 4	862 18 6	2,1052 10 5	2,767 2 5	665 11 11

COUNTY OF DEVON.

10 11 0	13 8 10	36 14 7	5 0 0	- - -	- - -	- - -	3 10 0	98 6 5	10 16 9	—
131 7 0	121 8 3	7 11 3	- - -	- - -	- - -	- - -	78 15 2	444 14 2	73 5 8	—
220 11 0	456 11 9	285 17 9	91 15 9	- - -	- - -	46 9 6	139 18 2	3,131 5 9	162 4 3	69 7 4
362 9 0	591 8 10	330 3 7	96 15 9	- - -	- - -	46 9 6	222 3 4	3,674 6 4	246 6 8	69 7 4

COUNTY OF DORSET.

38 17 11	281 19 7	177 4 9	3 0 0	- - -	- - -	- - -	40 16 1	1,000 9 3	78 0 9	10 14 10
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COUNTY OF DURHAM.

NAMES OF DIVISIONS, &c.	BALANCES, 25th March 1867.		RECEIPTS.							Manual Labour.
	In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.		
Returns.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Chester Ward, East } Gateshead District }	2	94 12 0	- - -	747 2 0	136 19 9	- - -	50 0 0	934 1 9	437 18 :	

COUNTY OF ESSEX.

Beacontree - - 10	617 5 8	142 8 0	5,719 19 6	146 15 0	- - -	- - -	107 16 5	5,974 10 11	1,862 9 8
Brentwood - - 31	316 7 2	291 8 8	3,253 13 7	- - -	- - -	5 0 0	36 0 6	3,294 14 1	670 15 5
Chelmsford - - 30	349 6 5	95 12 6	1,095 10 5	- - -	- - -	- - -	84 5 1	1,179 15 6	363 5 2
Dengie - - 21	104 10 4	87 11 5	1,427 6 8	461 13 9	- - -	- - -	12 8 1	1,901 8 6	268 6 2
Epping - - 24	572 2 7	141 14 0	3,101 4 7	328 7 7	- - -	- - -	100 13 5	3,530 5 7	737 9 4
Freshwell - - 8	39 3 0	21 0 10	1,031 5 3	14 12 9	- - -	- - -	- - -	1,045 18 0	252 9 2
Havering-atte-Bower - 6	83 4 1	10 15 6	721 17 0	71 0 0	- - -	- - -	46 2 0	838 19 0	272 5 3
Hinckford, North - 25	358 13 8	77 16 10	1,512 15 7	25 4 6	- - -	5 16 0	15 1 5	1,558 17 6	420 14 7
Hinckford, South:									
Braintree Portion - 10	161 2 2	15 3 2	863 9 1	14 7 6	- - -	- - -	17 2 6	894 19 1	206 19 11
Halstead Portion - 13	215 16 10	42 3 4	682 8 7	4 1 6	- - -	- - -	3 1 3	689 11 4	246 2 7
Ongar - - 25	285 16 0	63 0 11	1,299 17 2	- - -	- - -	- - -	42 9 0	1,342 6 2	438 16 0
Orsett - - 18	134 2 4	124 2 5	1,290 3 3	224 6 0	- - -	- - -	20 0 2	1,534 9 5	487 18 4
Tendring - - 29	283 1 4	58 9 7	1,766 13 5	113 4 0	- - -	- - -	26 10 3	1,906 7 8	349 14 7
Walden - - 33	258 3 11	326 4 11	2,547 10 8	64 12 2	- - -	- - -	55 18 7	2,668 1 5	983 2 7
Winstree and Lexden - 34	219 8 11	50 5 4	1,350 8 4	455 8 9	- - -	- - -	13 15 0	1,819 12 1	324 11 4
Witham - - 29	195 4 4	202 5 4	1,905 0 8	- - -	- - -	- - -	26 8 0	1,931 8 8	565 8 8
Boroughs - - 14	86 11 9	92 6 6	1,276 9 1	92 4 3	- - -	2 11 5	37 8 1	1,408 12 10	250 7 5
360	4,280 0 6	1,842 9 3	30,845 12 10	2,015 17 9	- - -	13 7 5	644 19 9	33,519 17 9	8,700 17 2

COUNTY OF GLOUCESTER.

Berkeley - - 8	78 17 9	17 8 5	396 13 4	- - -	- - -	- - -	- - -	396 13 4	78 6 2
Lawford's Gate - 3	0 15 1	0 15 7	1,892 19 10	- - -	- - -	592 6 2	7 16 5	2,493 2 5	1,004 5 8
Newnham - - 10	58 7 5	65 3 10	292 6 0	12 9 3	5 15 4	- - -	- - -	310 10 7	93 7 9
Stroud - - 1	15 10 3	- - -	36 3 4	- - -	- - -	- - -	- - -	36 3 4	34 17 11
Tewkesbury - - 16	181 12 11	58 14 9	1,031 4 4	- - -	- - -	- - -	29 4 10	1,060 9 2	349 1 7
38	335 3 5	142 2 7	3,649 6 10	12 9 3	5 15 4	592 6 2	37 1 3	4,296 18 10	1,559 18 1

COUNTY OF HANTS.

Isle of Wight - - 29	- - -	- - -	5,514 1 8	- - -	- - -	- - -	1,016 4 4	6,530 6 0	3,109 8 8
Boroughs, &c. - 5	599 17 0	- - -	1,222 1 10	- - -	- - -	- - -	602 6	1,282 4 4	329 4 3
34	599 17 0	- - -	6,736 3 6	- - -	- - -	- - -	1,076 6 10	7,812 10 4	3,438 12 11

COUNTY OF HEREFORD.

Dore - - 1	- - -	0 9 10	9 0 4	- - -	- - -	- - -	- - -	9 0 4	6 6 2
Kington - - 19	137 8 7	57 19 5	1,369 10 8	11 14 2	- - -	- - -	8 3 9	1,389 8 2	498 1 5
20	137 8 7	58 9 3	1,378 10 7	11 14 2	- - -	- - -	8 3 9	1,398 8 6	504 7 7

COUNTY OF DURHAM.

EXPENDITURE.									BALANCES, 25th March 1868.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
- - -	167 8 5	56 8 5	77 11 0	186 19 9	- - -	40 0 0	6 8 0	922 14 2	105 19 7	—

COUNTY OF ESSEX.

1,061 2 9	1,169 7 4	620 18 10	325 16 8	146 15 0	- - -	- - -	517 7 1	5,703 17 5	782 8 8	36 12 6
927 5 2	944 15 4	280 15 11	129 0 0	- - -	- - -	- - -	41 19 1	2,994 10 11	500 9 8	175 8 0
231 9 7	321 17 9	186 15 9	45 0 0	- - -	- - -	- - -	76 5 0	1,224 13 3	319 19 1	111 2 11
334 6 8	583 3 1	74 5 4	35 6 9	461 13 9	- - -	- - -	31 16 6	1,788 18 11	194 17 5	65 8 11
607 16 3	1,119 19 7	572 14 4	130 0 0	328 7 7	- - -	- - -	186 2 8	3,682 9 9	476 5 4	198 0 11
250 11 3	811 4 1	157 15 3	30 0 0	14 12 9	- - -	- - -	7 19 5	1,024 11 11	58 2 10	18 14 7
164 7 3	221 7 11	61 11 0	5 19 0	71 0 0	- - -	- - -	21 2 11	817 13 6	106 10 9	12 16 8
398 12 10	645 12 5	133 17 3	12 0 0	25 4 6	- - -	- - -	20 2 2	1,656 3 9	235 19 7	52 9 0
156 12 0	859 14 1	125 1 6	50 10 0	14 7 6	- - -	- - -	39 16 1	953 1 1	95 16 7	7 19 7
14 16 6	293 5 2	86 19 8	32 0 0	4 1 6	- - -	- - -	14 5 10	693 11 3	191 0 9	21 7 2
317 4 11	406 13 2	122 14 9	34 0 0	- - -	- - -	- - -	38 2 6	1,357 11 4	279 17 9	72 7 10
131 12 0	422 14 3	158 15 9	4 0 0	224 6 0	- - -	- - -	13 19 7	1,443 5 11	169 5 2	68 1 9
464 7 5	639 3 10	217 0 9	24 10 0	113 4 0	- - -	- - -	106 16 10	1,914 17 5	256 4 4	40 2 4
547 8 0	620 15 5	326 15 7	90 0 0	64 12 2	- - -	0 17 9	109 16 4	2,743 7 10	259 14 0	403 1 5
59 1 9	452 6 4	225 4 8	81 10 0	455 8 9	- - -	- - -	72 17 6	1,671 0 4	333 18 1	16 2 9
564 16 5	433 14 7	195 11 6	47 1 0	- - -	- - -	- - -	55 4 11	1,861 17 2	260 5 6	197 15 0
263 12 9	440 5 8	275 3 3	23 7 6	92 4 3	- - -	- - -	32 17 8	1,377 18 6	86 0 1	61 0 6
6,495 8 6	9,386 0 0	3,824 1 1	1,100 0 11	2,015 17 9	- - -	0 17 9	1,386 12 1	32,909 10 3	4,606 10 7	1,558 11 10

COUNTY OF GLOUCESTER.

116 7 11	182 14 3	19 2 7	2 0 0	- - -	- - -	- - -	8 17 5	407 8 4	82 2 4	31 8 0
430 3 7	451 3 8	158 5 2	165 16 8	- - -	- - -	- - -	39 19 4	2,249 14 1	243 7 10	—
76 5 0	44 11 10	5 18 8	- - -	12 9 3	5 15 4	- - -	5 16 6	244 4 4	87 13 1	28 3 3
1 4 0	7 8 10	0 16 6	- - -	- - -	- - -	1 10 0	0 8 6	46 5 9	5 7 10	—
267 4 6	456 5 9	88 2 6	40 10 0	- - -	- - -	- - -	13 11 3	1,214 15 7	101 6 6	132 14 9
891 5 0	1,142 4 4	272 5 5	208 6 8	12 9 3	5 15 4	1 10 0	68 13 0	4,162 8 1	519 17 7	192 6 0

COUNTY OF HANTS.

- - -	3,270 17 4	- - -	150 0 0	- - -	- - -	- - -	- - -	6,530 6 0	- - -	—
136 13 0	423 8 4	236 0 4	116 8 3	- - -	- - -	- - -	356 15 2	1,598 9 4	318 18 0	35 6 0
136 13 0	3,694 5 8	236 0 4	266 8 3	- - -	- - -	- - -	356 15 2	8,128 15 4	318 18 0	35 6 0

COUNTY OF HEREFORD.

0 13 0	- - -	- - -	0 15 0	- - -	- - -	- - -	0 7 0	8 1 2	0 9 4	—
249 19 5	359 17 4	18 14 0	55 10 0	11 14 2	- - -	146 0 0	15 9 2	1,355 5 6	165 19 10	52 8 0
250 12 5	359 17 4	18 14 0	56 5 0	11 14 2	- - -	146 0 0	15 16 2	1,363 6 8	166 9 2	52 8 0

COUNTY OF HERTFORD.

NAMES OF DIVISIONS, &c.	Returns.	BALANCES, 25th March 1867.		RECEIPTS.						Manual Labour.
		In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.	
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Alban's, St.	- 13	260 11 4	76 10 0	1,227 18 9	- - -	- - -	- - -	32 3 6	1,260 2 3	474 8 5
Albury	- 7	112 6 10	1 18 3	417 13 2	23 13 0	- - -	- - -	- - -	441 6 2	308 11 4
Bishop Stortford	- 2	54 5 3	- - -	470 2 8	- - -	- - -	- - -	4 0 0	474 2 8	130 11 10
Buntingford	- 14	136 0 3	13 1 0	423 7 4	5 9 6	- - -	- - -	1 0 0	429 16 10	230 17 15
Cheshunt	- 4	26 11 9	8 19 9	346 3 4	- - -	- - -	- - -	9 0 8	355 4 0	65 6 8
Chipping Barnet	- 5	177 1 8	115 14 10	472 11 10	23 17 0	- - -	- - -	667 5 5	1,163 14 3	268 16 5
Dacorum	- 20	758 14 8	180 4 6	3,813 7 6	- - -	- - -	- - -	210 8 1	4,023 15 7	1,249 15 9
Hertford	- 9	90 11 2	187 8 11	1,659 7 8	8 4 7	- - -	18 19 10	14 4 9	1,700 16 10	656 6 4
Hitchin	- 11	112 19 11	85 17 0	1,660 11 9	- - -	- - -	- - -	50 7 0	1,710 18 9	646 2 4
Odsey	- 14	255 10 0	32 17 0	1,455 11 7	- - -	- - -	- - -	40 10 6	1,496 2 1	473 8 3
Shenley	- 1	17 2 9	- - -	148 3 3	43 11 0	- - -	- - -	- - -	191 14 3	71 12 3
Stevenage	- 18	260 13 9	276 3 9	1,977 19 9	9 19 4	- - -	- - -	15 3 8	2,003 2 9	660 19 4
Ware	- 10	203 9 3	9 11 0	658 10 7	19 16 4	- - -	- - -	11 7 2	689 14 1	509 3 2
Watford	- 7	39 1 6	130 1 10	1,556 5 11	- - -	- - -	- - -	83 1 9	1,639 7 3	504 11 10
Welwyn	- 4	32 6 6	- - -	202 9 5	- - -	- - -	- - -	- - -	202 9 5	152 18 3
Boroughs	- 8	39 19 1	69 19 8	1,192 12 4	66 1 10	9 7 6	- - -	36 12 6	1,304 14 2	442 17 10
	147	2,577 5 8	1,188 7 6	17,682 16 10	200 12 7	9 7 6	18 19 10	1,175 5 0	19,087 1 9	6,816 8 11

COUNTY OF HUNTINGDON.

Borough of Huntingdon	4	33 2 6	28 18 1	80 15 5	- - -	- - -	7 15 4	14 8 9	102 19 6	35 16 10
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COUNTY OF KENT.

Boroughs, &c.	- 9	245 6 10	163 8 8	2,887 5 7	17 4 11	- - -	36 6 4	95 8 3	3,036 5 1	550 17 11
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COUNTY OF LANCASTER.

Ashton under Lyne	- 15	129 11 3	0 8 0	516 5 2	- - -	- - -	- - -	143 6 0	659 11 2	256 17 10
Bacup and Rawtenstall	9	7 12 10	2 3 7	79 11 5	- - -	- - -	- - -	- - -	79 11 5	56 1 3
Blackburn, Lower	- 28	332 13 9	174 10 7	3,057 15 8	166 8 9	103 16 1	50 0 0	73 11 3	3,451 11 9	1,060 6 10
Blackburn, Upper	- 38	583 19 0	86 11 10	2,866 13 8	- - -	- - -	15 0 0	77 7 8	2,959 1 4	1,286 13 4
Bolton	- 27	829 2 0	147 15 8	3,743 8 6	- - -	- - -	298 7 6	117 4 3	4,159 0 3	1,748 9 2
Bury	- 17	321 15 9	91 2 6	2,664 17 11	5 4 6	4 11 11	- - -	99 14 11	2,774 9 3	1,117 5 0
Childwall	- 1	34 14 0	- - -	85 8 5	- - -	- - -	- - -	- - -	85 8 5	44 12 9
Hawkshead	- 12	136 10 8	0 5 0	479 11 10	48 14 8	- - -	- - -	3 16 4	532 2 10	453 8 3
Kirkham	- 29	282 14 7	- - -	1,149 18 1	255 15 11	20 12 2	- - -	14 18 10	1,441 5 0	384 19 9
Lonsdale, North	- 39	519 16 7	74 0 7	2,644 2 4	55 17 2	0 4 6	- - -	119 3 8	2,819 7 8	2,049 12 10
Lonsdale, South	- 30	337 6 7	55 14 7	1,994 12 6	83 12 11	29 15 3	40 1 11	20 0 8	2,168 3 3	1,085 9 8
„ Hornby Sub-Div.	18	112 16 8	1 0 4	338 6 8	6 4 0	9 6 8	90 8 9	14 18 5	458 19 6	310 0 1
Manchester	- 27	969 3 8	19 10 3	4,256 2 6	114 8 6	88 18 6	385 1 4	388 1 9	5,232 12 7	2,106 15 4
Middleton	- 29	529 17 3	60 15 2	3,530 8 0	6 12 9	- - -	- - -	141 0 5	3,678 1 2	1,581 17 10
Oldham	- 2	276 13 7	- - -	1,473 17 11	- - -	- - -	- - -	6 0 2	1,479 18 1	609 5 0
Over Darwen	- 4	2 16 7	79 13 4	772 13 7	- - -	- - -	- - -	80 10 0	853 3 7	591 8 5
Prescott	- 3	203 7 3	- - -	1,871 6 6	- - -	- - -	- - -	38 1 7	1,909 8 1	534 5 2
Preston	- 23	212 0 11	9 10 2	1,005 4 9	169 12 8	79 5 8	31 2 0	17 11 4	1,302 16 5	355 16 0
Warrington	- 6	244 7 10	- - -	1,453 7 4	87 9 9	6 2 6	36 3 9	16 15 4	1,599 18 8	851 11 11
Township of Bootle- cum-Linacre	1	206 19 10	- - -	1,756 5 2	- - -	- - -	- - -	72 12 4	1,828 17 6	305 7 9
	358	6,274 0 2	803 1 7	35,739 17 11	1,000 1 7	342 13 3	946 0 3	1,444 14 11	39,473 7 11	16,790 6 7

COUNTY OF HERTFORD.

EXPENDITURE.									BALANCES, 25th March 1868.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
190 18 1	255 18 3	60 17 1	31 19 9	- - -	- - -	- - -	33 1 10	1,047 3 5	467 3 10	70 3 8
58 4 4	42 6 0	43 5 5	15 0 0	23 13 0	- - -	- - -	4 9 7	495 10 0	81 2 2	24 17 5
123 9 9	79 3 3	101 1 2	- - -	- - -	- - -	- - -	21 16 0	456 2 0	72 5 11	—
78 14 9	209 12 9	73 1 1	- - -	5 9 6	- - -	- - -	20 3 3	617 19 2	64 18 4	130 1 5
18 7 0	38 7 6	52 10 10	3 9 6	- - -	- - -	- - -	12 8 10	190 10 4	182 5 8	—
158 12 4	202 19 9	92 19 3	40 0 0	23 17 0	- - -	- - -	317 19 11	1,105 4 8	170 4 5	50 8 0
261 16 8	1,590 18 6	434 7 5	73 13 10	- - -	- - -	- - -	72 11 2	3,683 3 4	941 0 7	21 18 2
117 16 8	196 17 7	260 7 0	32 0 0	8 4 7	- - -	- - -	19 3 3	1,290 15 5	390 17 8	77 14 0
151 4 7	511 16 0	291 3 2	77 0 0	- - -	- - -	- - -	11 2 1	1,688 8 6	106 13 6	57 0 4
315 17 3	500 16 7	156 15 5	30 0 0	- - -	- - -	2 18 10	22 5 4	1,502 1 8	239 9 2	22 15 9
20 0 10	16 19 10	28 14 3	10 0 0	43 11 0	- - -	- - -	1 15 0	192 13 1	16 3 11	—
163 14 5	360 10 0	131 18 3	83 0 0	9 19 4	- - -	- - -	303 0 10	1,713 2 6	337 10 7	63 0 4
86 13 3	116 12 5	100 7 11	30 0 0	19 16 4	- - -	- - -	23 18 6	886 11 7	95 2 4	98 1 7
225 16 3	528 9 6	142 8 4	10 0 0	- - -	- - -	- - -	50 15 7	1,462 1 7	114 11 11	28 6 2
37 3 11	44 8 8	9 14 6	5 0 0	- - -	- - -	- - -	21 19 6	241 4 9	9 15 2	16 4 0
114 14 9	258 12 9	241 0 9	48 17 6	66 1 10	9 7 6	- - -	97 2 8	1,278 15 8	66 11 8	70 13 9
2,123 4 10	4,954 9 4	2,220 11 10	490 0 7	200 12 7	9 7 6	2 18 10	1,033 13 4	17,851 7 8	3,355 16 10	731 4 7

COUNTY OF HUNTINGDON.

10 7 1	22 12 4	12 10 11	5 0 0	- - -	- - -	- - -	7 19 8	94 6 10	47 7 4	34 10 3
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COUNTY OF KENT.

682 15 5	531 18 4	899 7 1	136 0 0	17 4 11	- - -	79 15 0	112 6 10	3,010 5 5	152 13 2	44 15 4
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COUNTY OF LANCASTER.

32 12 8	72 12 7	21 13 8	33 11 6	- - -	- - -	172 11 11	66 15 11	656 16 2	142 2 1	10 3 10
8 5 10	3 6 8	0 15 10	7 18 0	- - -	- - -	31 5 0	3 6 2	110 19 2	4 2 0	30 0 6
503 13 4	614 11 3	124 4 11	260 12 0	166 8 9	103 16 1	394 0 0	125 1 6	3,352 16 9	380 7 0	123 8 10
471 19 9	896 11 10	108 17 10	163 5 9	- - -	- - -	0 1 10	83 10 6	3,011 0 6	491 18 5	46 10 5
762 2 11	1,359 19 11	141 12 7	374 14 0	- - -	- - -	218 2 9	92 13 3	4,697 14 7	439 17 11	297 5 11
442 12 11	474 2 6	89 2 7	166 9 0	5 4 6	4 11 11	- - -	481 15 4	2,781 3 9	352 3 11	128 5 2
21 5 0	12 12 0	3 10 10	10 0 0	- - -	- - -	- - -	10 3 0	102 3 7	17 18 10	—
51 13 10	13 12 10	7 9 0	20 17 4	48 14 8	- - -	- - -	49 15 4	645 11 3	67 11 9	44 14 11
349 9 8	188 15 11	176 6 4	96 2 6	255 15 11	20 12 2	- - -	77 4 7	1,549 6 10	189 1 1	14 8 4
342 4 4	102 10 2	139 1 6	80 5 0	55 17 2	0 4 6	- - -	43 6 10	2,813 2 4	507 6 9	55 5 5
356 0 7	353 1 10	51 4 9	121 17 0	83 12 11	29 15 3	- - -	71 0 9	2,152 2 9	308 9 0	10 16 6
61 12 11	14 6 8	31 1 11	24 0 0	6 4 0	9 6 8	- - -	5 13 2	462 5 5	115 7 5	6 17 0
657 15 9	1,140 13 6	707 9 2	190 9 11	114 8 6	88 18 6	- - -	303 2 1	5,309 12 9	899 14 7	27 1 4
333 19 0	1,165 17 5	149 13 0	76 15 7	6 12 9	- - -	60 0 0	105 17 4	3,480 12 11	778 6 2	111 15 10
129 2 3	781 14 3	39 7 6	74 0 0	- - -	- - -	- - -	79 18 8	1,713 7 8	43 4 0	—
120 9 6	69 10 11	17 9 5	51 5 0	- - -	- - -	- - -	3 2 6	853 6 0	4 8 5	81 7 7
497 7 3	518 12 11	109 14 5	60 0 0	- - -	- - -	- - -	276 12 9	1,996 12 6	116 2 10	—
184 17 0	367 12 10	46 10 4	81 19 4	169 12 8	79 5 8	27 0 0	35 13 2	1,348 7 0	185 9 9	28 9 7
258 7 0	592 18 10	27 0 9	81 10 0	87 9 9	6 2 6	- - -	14 13 6	1,919 14 2	67 5 3	142 12 11
222 18 1	646 11 1	- - -	285 0 0	- - -	- - -	- - -	319 17 7	1,779 14 6	256 2 10	—
5,808 9 7	9,389 15 11	1,992 6 4	2,260 11 11	1,000 1 7	342 13 3	903 1 6	2,249 3 11	40,786 10 7	5,367 0 0	1,159 4 1

COUNTY OF LINCOLN.

NAMES OF DIVISIONS, &c.	BALANCES, 25th March 1867.		RECEIPTS.								Mammal Labour.
	In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.			
PARTS OF HOLLAND.											
Returns.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Elloe - - - 15	323 10 11	327 11 11	10,424 3 11	- - -	- - -	- - -	131 19 3	10,556 3 2	2,151 2 6		
Kirton and Skirbeck - 23	542 1 3	498 10 8	12,877 11 9	- - -	- - -	- - -	206 13 11	13,084 5 8	3,222 4 0		
PARTS OF KESTEVEN.											
Aveland - - - 20	236 18 2	58 0 11	3,961 5 8	- - -	- - -	- - -	67 6 2	4,028 11 10	2,176 15 5		
Beltisloe - - - 20	157 15 3	93 1 1	1,704 7 2	- - -	- - -	- - -	0 10 0	1,704 17 2	1,068 10 18		
Lincoln - - - 35	613 18 7	169 6 5	4,742 4 3	78 9 2	- - -	15 17 0	277 6 2	5,113 16 7	2,549 5 1		
Loveden - - - 34	584 14 6	96 0 8	4,863 7 4	102 10 5	- - -	- - -	93 13 2	5,059 10 11	2,102 17 10		
Ness - - - 15	194 15 11	21 12 9	1,972 14 10	- - -	- - -	- - -	12 17 11	1,985 12 9	1,110 2 10		
Sleaford - - - 59	883 0 2	283 12 11	8,882 7 5	108 8 11	- - -	- - -	185 6 2	9,176 2 6	4,424 6 1		
Wimibriggs and Threoo 22	325 7 10	6 15 7	2,268 1 7	77 12 8	- - -	- - -	5 2 10	2,350 17 1	1,231 5 2		
PARTS OF LINDSEY.											
Bradley-Haverstoe - 36	462 14 8	445 4 4	3,846 16 7	876 14 10	- - -	- - -	66 14 8	4,790 6 1	1,375 8 1		
Calceworth - - - 35	418 12 7	180 17 4	5,307 4 9	- - -	- - -	- - -	23 4 6	5,330 9 3	1,492 16 1		
Gainsborough - - - 26	274 0 1	26 6 6	4,005 16 9	- - -	- - -	- - -	90 7 4	4,096 4 1	1,686 8 3		
Horncastle - - - 63	433 7 0	130 6 0	4,234 10 5	- - -	- - -	12 0 0	161 12 11	4,408 3 4	1,724 15 6		
Lincoln - - - 56	871 17 11	113 12 3	6,276 9 3	332 13 2	21 4 6	- - -	82 19 2	6,713 6 1	3,815 10 1		
Louth - - - 52	272 4 5	129 5 3	5,576 12 3	179 16 10	- - -	26 10 0	76 6 8	5,859 5 9	1,458 13 5		
Spilsby - - - 58	447 16 7	287 19 1	7,906 11 8	94 1 0	- - -	- - -	104 15 1	8,105 7 9	1,816 16 5		
Walshcroft - - - 24	332 17 2	211 10 8	3,251 3 6	639 8 7	- - -	- - -	108 4 8	3,998 16 9	1,209 11 11		
Winterton - - - 27	525 5 3	66 1 10	3,736 19 4	122 7 6	25 0 0	- - -	81 19 9	3,966 6 7	2,180 3 1		
Wraggoc - - - 33	413 6 11	57 8 10	2,492 9 9	510 13 3	- - -	- - -	30 6 6	3,023 9 6	932 16 0		
Yarborough, Northern - 11	321 8 2	38 6 11	3,022 4 6	138 13 3	- - -	- - -	74 9 4	3,235 7 1	1,084 18 7		
Yarborough, Southern - 25	325 16 4	111 13 6	3,850 16 0	117 17 6	- - -	- - -	208 19 10	4,177 13 4	1,371 2 7		
Borough of Stamford - 3	54 7 10	- - -	76 9 2	0 16 9	- - -	- - -	- - -	77 5 11	41 18 5		
692	9,015 17 6	3,353 5 5	105,280 7 10	3,380 3 10	46 4 6	54 7 0	2080 16 0	110,841 19 2	40,527 8 7		

COUNTY OF MIDDLESEX.

Brentford - - - 8	29 11 2	169 6 3	5,582 5 5	102 12 6	- - -	- - -	209 6 4	5,894 4 3	1,303 15 6
South Mims - - - 4	3 12 5	68 7 11	512 6 1	- - -	- - -	- - -	2 4 5	514 16 6	114 9 8
Spelthorne - - - 11	196 19 11	227 7 6	1,900 2 6	37 12 0	2 2 0	- - -	144 14 8	2,084 11 2	619 17 2
Uxbridge - - - 11	135 3 3	62 0 8	1,941 6 4	- - -	- - -	- - -	100 6 6	2,041 12 10	449 2 9
London, City; Re- gent's Park, &c. - } 5	1,302 7 4	- - -	72,678 2 2	- - -	- - -	- - -	304 4 8	72,982 6 10	38,381 3 0
39	1,667 14 1	527 2 4	82,614 2 6	140 4 6	2 2 0	- - -	760 16 7	83,517 5 7	40,868 8 1

COUNTY OF NORFOLK.

Blofield and Walsham 31	226 9 6	64 19 8	675 18 1	- - -	- - -	- - -	8 5 0	684 3 1	273 2 0
Brothercross - - - 9	14 3 0	- - -	244 17 9	- - -	- - -	- - -	2 0 0	246 17 9	116 7 3
Clackclose - - - 31	1,364 10 6	305 12 8	2,526 19 11	97 6 6	- - -	- - -	129 8 1	2,753 14 6	1,232 16 9
Depwade - - - 21	178 19 11	21 5 8	634 4 11	- - -	- - -	- - -	37 12 0	671 16 11	244 4 11
Diss - - - 15	135 17 4	15 0 7	572 11 10	- - -	- - -	- - -	15 18 3	588 10 1	175 0 10
Earsham - - - 15	165 16 3	57 12 4	809 1 11	- - -	2 10 0	0 10 0	40 14 0	852 15 11	303 6 0
Erpingham, North - 34	122 9 9	91 16 0	690 12 3	- - -	- - -	- - -	26 7 0	716 19 3	295 7 0
Erpingham, South - 36	107 16 11	95 7 9	999 2 9	- - -	- - -	- - -	31 19 8	1,031 2 5	334 7 4
Eynsford - - - 31	187 7 4	32 3 7	806 19 11	- - -	- - -	- - -	13 12 0	820 11 11	316 4 2
Flegg - - - 22	95 10 8	51 8 2	603 6 7	- - -	- - -	- - -	0 12 0	603 18 7	159 14 9

COUNTY OF LINCOLN.

EXPENDITURE.									BALANCES, 25th March 1868.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1,782 4 2	5,597 15 1	311 3 7	218 6 0	- - -	- - -	- - -	139 16 8	10,200 8 0	518 17 5	167 3 3
2,029 13 7	6,228 12 0	456 12 2	443 12 8	- - -	- - -	379 12 7	439 6 6	13,199 13 6	347 19 9	419 17 0
459 18 1	690 1 2	175 6 2	82 11 0	- - -	- - -	109 5 10	158 12 5	3,852 10 4	359 3 11	4 5 2
279 18 4	99 1 6	80 3 4	16 10 0	- - -	- - -	89 12 10	68 16 3	1,702 13 1	117 19 0	51 0 9
989 19 1	588 7 6	208 3 5	102 5 0	78 9 2	- - -	- - -	302 17 6	5,119 6 9	520 6 9	81 4 9
898 19 0	1,436 13 8	334 13 11	119 2 0	102 10 5	- - -	- - -	125 8 2	5,120 5 0	532 7 6	104 7 9
434 0 11	383 13 0	71 9 2	50 10 0	- - -	- - -	61 14 11	42 16 7	2,154 7 5	78 9 0	74 0 6
1,741 12 1	1,947 12 5	463 3 8	76 2 0	108 8 11	- - -	273 19 4	446 8 3	9,481 12 9	707 5 9	413 8 9
343 2 0	514 11 3	186 2 3	58 0 0	77 12 8	- - -	16 8 4	53 2 11	2,480 4 7	239 1 10	49 17 1
422 7 8	1,747 6 1	229 4 7	32 4 9	376 14 10	- - -	7 12 9	144 7 9	4,835 6 6	285 18 0	313 8 1
1,058 3 4	2,517 4 11	194 7 11	134 8 0	- - -	- - -	51 19 6	82 5 9	5,531 5 6	306 4 9	269 5 9
914 1 8	1,028 8 2	129 12 7	115 15 0	- - -	- - -	- - -	166 17 9	3,980 3 5	401 8 7	37 14 4
985 14 11	1,489 8 9	158 8 9	68 18 0	- - -	- - -	- - -	91 12 9	4,518 18 2	389 4 11	196 18 9
922 4 8	1,316 2 1	298 2 1	132 12 0	332 13 2	21 4 6	155 0 0	224 8 2	7,217 16 11	479 5 7	225 10 9
1,927 4 6	2,102 5 11	130 0 6	81 9 0	179 16 10	- - -	80 1 0	124 2 5	6,083 13 10	260 17 4	342 6 3
1,397 3 10	3,985 3 10	314 15 2	194 3 1	94 1 0	- - -	211 5 6	266 12 10	8,280 1 8	453 3 11	468 0 4
568 7 4	1,208 14 5	154 3 8	81 0 0	639 8 7	- - -	- - -	46 15 2	3,908 1 1	315 17 3	103 15 1
476 4 9	668 11 2	182 7 5	91 0 0	122 7 6	25 0 0	- - -	154 17 2	3,900 11 1	600 12 6	75 13 7
436 8 9	1,114 4 9	76 13 0	22 2 6	510 13 3	- - -	- - -	106 17 10	3,199 16 1	273 14 7	94 3 1
450 12 1	1,009 15 5	120 3 3	67 0 0	138 13 3	- - -	- - -	73 10 2	2,944 12 9	573 15 7	—
686 17 3	1,611 0 10	141 18 2	61 6 0	117 17 6	- - -	- - -	153 4 6	4,143 6 10	324 7 4	75 18 0
1 18 9	28 6 7	24 16 9	5 0 0	0 16 9	- - -	- - -	5 8 2	108 5 8	80 10 0	7 1 11
19,206 16 9	37,313 0 6	4,441 11 6	2,253 17 0	3,380 3 10	46 4 6	1,436 12 7	3,357 5 8	111,963 0 11	8,116 11 3	3,575 0 11

COUNTY OF MIDDLESEX.

1,425 14 6	1,504 13 3	894 8 1	445 12 2	102 12 6	- - -	- - -	98 19 9	5,775 15 9	57 9 4	78 15 11
43 0 0	156 8 2	24 14 10	25 0 0	- - -	- - -	- - -	94 11 0	458 3 8	26 5 10	34 14 6
478 5 10	419 11 3	271 10 1	136 17 6	37 12 0	2 2 0	- - -	22 8 5	1,988 4 3	186 15 3	120 15 11
416 1 10	580 14 1	382 18 9	80 0 0	- - -	- - -	- - -	147 13 0	2,056 10 5	102 12 10	44 7 10
21,486 16 10	5,031 0 11	2,462 5 11	2,403 18 11	- - -	- - -	- - -	2,704 11 0	72,469 16 7	1,814 17 7	—
23,849 19 0	7,692 7 8	4,935 17 8	3,091 8 7	140 4 6	2 2 0	- - -	3,068 3 2	82,748 10 8	2,188 0 10	278 14 2

COUNTY OF NORFOLK.

303 11 11	238 13 8	35 15 7	39 16 0	- - -	- - -	- - -	52 18 2	943 17 4	156 2 6	254 6 11
57 0 10	60 10 1	1 19 10	7 11 6	- - -	- - -	- - -	5 16 0	249 5 6	43 7 2	31 11 11
745 12 5	1,106 4 5	186 10 2	60 18 5	97 6 6	- - -	- - -	65 6 2	3,494 14 10	501 10 7	183 13 1
140 16 1	208 13 8	34 11 10	23 12 6	- - -	- - -	- - -	24 7 9	676 6 9	167 18 5	14 14 0
44 12 9	291 13 7	58 13 3	20 10 0	- - -	- - -	- - -	24 4 1	614 14 6	113 12 9	19 0 5
55 15 11	386 2 6	83 12 0	38 10 0	- - -	2 10 0	0 2 2	40 19 7	910 18 2	99 1 1	48 19 5
188 15 0	112 17 2	67 3 6	- - -	- - -	- - -	- - -	82 2 3	746 4 11	90 9 1	89 1 0
229 17 10	336 0 1	49 5 3	78 0 0	- - -	- - -	- - -	22 2 11	1,049 13 5	147 16 5	153 18 3
56 3 6	368 11 5	51 17 9	11 0 0	- - -	- - -	- - -	22 8 7	826 5 5	204 15 3	55 5 0
36 1 1	228 19 8	11 14 9	22 15 0	- - -	- - -	- - -	25 2 9	584 8 0	119 5 1	55 12 0

COUNTY OF NORFOLK—continued.

NAMES OF DIVISIONS, &c.		BALANCES, 25th March 1867.		RECEIPTS.							Manual Labour.
		In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.		
Returns.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Forehoe - 24	202 13 5	40 6 7	656 10 8	2 12 0	4 17 0	-	-	14 2 3	678 1 6	272 17 1	
Freebridge Lynn - 33	182 4 4	120 16 0	1,000 19 8	15 0 0	-	-	-	12 8 8	1,028 8 4	406 1 3	
Freebridge Marshland 14	385 13 9	38 1 3	2,014 14 10	-	-	-	-	11 1 0	2,025 15 10	760 0 1	
Gallow - 33	257 2 3	82 15 2	559 2 7	4 2 0	11 18 11	-	-	9 1 6	584 5 0	305 3 3	
Greenhoe, North - 18	79 6 4	28 0 8	451 3 7	-	-	-	-	8 14 0	459 17 7	159 19 5	
Greenhoe, South - 23	134 10 4	74 4 6	656 4 7	49 16 4	13 9 2	-	-	37 7 6	756 17 7	351 9 1	
Grimshoe - 18	168 7 10	106 9 11	638 0 5	220 4 10	42 8 1	5 15 4	2 10 0	908 18 8	400 0 11		
Guiltcross & Shropham 32	199 8 7	10 5 11	698 16 6	36 16 0	31 12 6	-	-	39 9 4	806 14 4	275 4 4	
Happing - 16	126 4 7	39 17 4	786 4 0	5 18 0	-	-	-	3 15 0	795 17 0	224 17 8	
Holt - 26	125 5 11	93 18 1	554 3 1	-	-	-	-	22 1 9	576 4 10	287 12 11	
Launditch - 35	155 18 4	65 4 5	890 13 7	5 19 6	4 3 0	-	-	31 3 8	931 19 9	396 17 1	
Lodden & Clavering - 41	275 8 1	44 19 9	1,186 6 8	-	-	-	-	94 15 8	1,281 1 11	368 3 4	
Mitford - 18	91 19 0	19 12 5	901 5 0	-	-	-	4 6 0	54 13 6	960 4 6	383 8 3	
Swainsthorpe - 37	127 7 8	78 7 7	668 9 4	10 7 3	0 9 6	-	-	21 0 9	700 6 10	236 0 6	
Smithdon* - 19	30 4 0	-	639 17 11	8 4 0	0 17 6	-	-	14 0 0	662 19 5	280 6 11	
Taverham - 18	97 10 3	13 1 10	654 16 6	-	-	-	-	8 14 8	663 11 2	238 7 4	
Tunstead - 26	138 2 0	81 19 7	858 13 4	13 10 9	-	-	-	4 10 0	876 14 1	183 1 7	
Wayland - 16	97 5 10	31 7 8	319 2 9	-	-	-	-	48 5 8	367 8 5	139 5 9	
Borough of South Lynn 1	-	1 9 0	57 9 8	-	-	-	-	-	57 9 8	32 0 9	
693	5,473 8 8	1,706 4 1	22,756 9 9	469 17 2	112 5 8	10 11 4	744 2 11	24,093 6 10	9,151 7 9		

* From August 1867 to March 1868.

COUNTY OF NORTHAMPTON.

Oundle - 1	-	50 15 9	233 7 11	-	-	-	3 16 6	237 4 5	143 14 4
Peterborough - 33	318 5 9	310 3 1	3,422 15 6	-	-	-	166 2 11	3,588 18 5	1,519 11 10
Borough of Daventry 2	8 3 10	29 0 2	170 19 0	-	-	-	-	170 19 0	57 0 7
36	326 9 7	389 19 0	3,827 2 5	-	-	-	169 19 5	3,997 1 10	1,720 6 6

COUNTY OF NORTHUMBERLAND.

Bedlingtonshire - 4	22 11 0	-	116 7 10	-	-	-	-	116 7 10	46 17 6
Castle Ward, East - 10	62 7 2	23 18 1	802 13 3	73 10 4	-	-	1 0 3	877 3 10	301 11 3
Castle Ward, West - 57	444 17 11	47 14 1	2,037 14 1	72 1 1	13 6 10	-	6 6 0	2,129 8 0	899 18 6
Coquetdale Ward, East 35	98 5 9	136 13 3	1,149 17 2	35 12 0	-	-	103 16 8	1,289 5 10	579 1 3
Coquetdale Ward, North 35	31 7 11	76 5 2	702 5 2	110 9 3	21 10 0	-	69 5 11	903 10 4	365 18 11
Coquetdale Ward, West 42	109 12 10	3 19 1	608 6 7	47 10 2	2 8 10	-	18 10 6	676 16 1	392 9 4
Kirkwhelpington - 41	77 4 5	69 9 6	702 13 10	8 15 6	8 1 0	-	6 1 4	725 11 8	318 6 8
Morpeth Ward, East - 17	63 7 4	64 13 9	636 16 9	17 8 0	2 18 6	-	38 4 3	695 7 6	317 7 4
Morpeth Ward, West - 56	48 19 5	10 8 7	684 4 0	34 7 8	16 15 8	-	0 14 0	686 1 4	368 1 0
297	958 13 9	433 1 6	7,390 18 8	399 14 0	65 0 10	-	243 18 11	8,099 12 5	3,589 12 1

COUNTY OF OXFORD.

Boroughs - 2	28 17 9	-	147 5 10	16 14 2	-	-	10 0 0	174 0 0	58 3 3
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COUNTY OF RUTLAND.

Rutland - 57	438 14 1	218 14 6	5,161 19 4	31 16 6	-	-	90 8 9	5,284 4 7	2,080 14 1
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COUNTY OF NORFOLK—continued.

EXPENDITURE.									BALANCES, 25th March 1868.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
64 5 1	193 1 8	51 2 11	8 0 0	2 12 0	4 17 0	-	39 1 8	635 17 0	205 15 3	1 3 11
273 17 9	256 12 10	24 5 3	17 5 0	15 0 0	-	-	30 16 7	1,023 18 8	244 0 0	178 2 0
531 13 11	710 13 4	60 16 9	39 4 6	-	-	-	77 2 11	2,179 11 6	302 5 9	108 8 11
161 19 2	184 17 9	64 3 2	47 0 0	4 2 0	11 18 11	-	24 2 10	803 7 1	80 18 1	125 13 1
53 5 6	73 8 5	20 13 11	5 7 6	-	-	-	43 4 7	355 19 4	164 6 1	9 2 2
151 14 7	190 2 6	31 2 7	18 16 0	49 16 4	13 9 2	-	14 14 0	821 4 3	128 16 11	132 17 9
104 1 1	102 18 6	40 0 0	26 0 6	220 4 10	42 8 1	-	16 3 9	951 17 8	92 2 2	73 3 3
93 8 3	361 5 1	75 3 10	18 0 0	36 16 0	31 12 6	-	17 13 8	909 3 8	123 17 1	37 3 9
162 16 0	323 12 7	9 4 2	19 18 6	5 18 0	-	-	17 18 5	764 5 4	129 2 8	11 3 9
79 3 8	102 7 5	43 14 0	-	-	-	-	20 13 4	533 11 4	124 19 2	50 17 10
52 14 0	366 0 4	81 5 4	26 0 0	5 19 6	4 3 0	-	20 19 5	953 18 8	135 10 5	66 15 5
220 1 10	498 7 4	57 19 8	121 0 0	-	-	-	38 14 10	1,299 7 0	277 7 8	65 9 5
154 1 0	171 5 5	128 16 4	14 0 0	-	-	-	39 13 9	891 4 9	151 3 6	9 17 2
122 13 0	211 10 10	43 5 0	13 0 0	10 7 3	0 9 6	-	35 16 3	673 2 4	156 9 5	80 4 10
236 11 6	147 2 1	25 2 3	20 0 0	8 4 0	0 17 6	-	11 11 4	729 15 7	87 7 0	123 19 2
169 9 7	211 10 6	36 11 2	1 10 0	-	-	-	15 13 6	673 2 1	128 12 8	53 15 2
276 6 2	271 19 2	30 3 10	49 8 6	13 10 9	-	-	29 4 11	853 14 11	139 0 9	59 19 2
43 1 6	110 11 7	28 14 7	12 3 0	-	-	-	12 11 5	346 7 10	116 17 11	29 19 2
15 18 6	13 13 3	3 14 10	7 0 0	-	-	-	0 19 4	73 5 11	-	17 5 3
4,925 9 5	7,834 6 10	1,437 3 6	766 6 11	469 17 2	112 5 8	0 2 2	872 4 4	25,569 3 9	4,432 10 10	2,141 3 2

COUNTY OF NORTHAMPTON.

29 8 6	45 1 4	7 5 5	13 0 0	-	-	-	0 18 3	239 7 7	-	52 18 11
346 18 6	1,412 18 9	196 3 6	59 0 0	-	-	-	136 0 0	3,670 12 7	263 2 8	336 14 2
45 5 10	62 14 6	13 16 11	20 0 0	-	-	-	0 11 0	199 8 10	7 16 4	57 2 6
421 12 10	1,520 14 7	217 5 10	92 0 0	-	-	-	137 9 3	4,109 9 0	270 19 0	446 15 7

COUNTY OF NORTHUMBERLAND.

58 19 3	14 16 0	0 7 0	-	-	-	-	0 5 0	121 4 9	18 18 1	1 4 0
141 11 8	246 12 3	10 9 5	41 3 0	73 10 4	-	-	100 9 1	915 6 11	80 12 8	30 6 8
368 16 0	563 6 8	55 3 0	62 6 0	72 1 1	13 6 10	101 9 5	33 17 9	2,170 5 3	385 15 3	29 8 8
124 4 3	254 15 9	10 10 1	98 7 0	35 12 0	-	-	5 3 4	1,107 14 1	206 1 5	62 17 2
260 8 2	44 18 8	4 15 0	0 10 0	110 9 3	21 10 0	23 19 8	12 4 3	844 13 11	46 18 1	32 18 11
188 3 11	42 13 1	6 12 10	-	47 10 2	2 8 10	-	51 6 2	731 4 4	79 9 2	28 3 8
156 2 10	125 9 3	1 13 11	0 14 0	8 15 6	8 1 0	0 10 0	42 12 9	662 5 11	88 16 4	17 15 8
132 12 10	196 0 1	19 6 6	5 10 0	17 8 0	2 18 6	-	10 5 10	701 9 1	66 17 0	74 5 0
127 6 10	113 12 6	11 4 11	1 0 0	34 7 8	16 15 8	-	10 8 11	682 17 6	50 7 5	8 12 9
1,558 5 9	1,602 4 3	120 2 8	209 10 0	399 14 0	65 0 10	125 19 1	266 13 1	7,937 1 9	973 15 5	285 12 6

COUNTY OF OXFORD.

5 19 1	42 7 4	44 19 0	11 0 0	16 14 2	-	20 0 0	0 11 0	199 13 9	3 4 0	—
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COUNTY OF RUTLAND.

744 0 6	1,929 4 8	231 4 3	118 2 6	31 16 6	-	43 15 11	5,178 18 5	476 16 10	151 11 1
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COUNTY OF SALOP.

NAMES OF DIVISIONS, &c.	BALANCES, 25th March 1867.		RECEIPTS.							Manual Labour.
	In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.		
Returns.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Albrighton - - 5	1 3 1	11 19 1	34 0 4	- - -	- - -	- - -	11 9 6	45 9 10	16 19 5	
Chirbury - - 3	4 1 10	1 4 11	35 17 3	- - -	- - -	- - -	- - -	35 17 3	12 7 6	
Condover - - 5	10 8 10	12 2 0	70 5 11	- - -	- - -	- - -	- - -	70 5 11	30 1 2	
Ellesmere - - 25	75 14 8	2 16 6	384 18 9	- - -	- - -	- - -	0 5 0	385 3 9	207 3 4	
Whitchurch - - 11	66 3 8	2 3 9	215 5 11	6 5 4	- - -	- - -	7 0 0	228 11 3	110 15 1	
Boroughs - - 21	161 11 2	58 1 0	815 7 8	- - -	- - -	168 4 10	86 2 8	1,069 15 2	538 18 7	
70	319 3 3	88 7 3	1,555 15 10	6 5 4	- - -	168 4 10	104 17 2	1,835 3 2	916 4 7	

COUNTY OF SOMERSET.

Boroughs, &c.	- 4	68 4 8	0 11 1	840 0 9	- - -	- - -	- - -	151 11 6	991 12 3	489 6 16
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COUNTY OF STAFFORD.

Cheadle	- - 24	149 5 0	5 11 2	733 16 11	- - -	- - -	- - -	9 2 6	742 19 5	306 0 11
Elford	- - 20	100 14 4	7 12 11	309 9 9	- - -	- - -	- - -	2 0 0	311 9 9	218 10 2
Kingswinford & Wordsley	16	130 19 1	228 6 7	1,746 16 7	- - -	- - -	- - -	26 10 0	1,773 6 7	909 16 4
Leek	- - 57	246 13 7	23 10 2	2,205 3 6	- - -	- - -	- - -	58 7 9	2,263 11 3	953 4 6
Penkridge	- - 57	312 1 0	135 0 6	1,839 6 11	- - -	- - -	- - -	26 8 0	1,865 14 11	1,024 11 2
Pirehill, North	- 50	512 10 9	80 2 9	3,575 16 3	38 0 8	0 5 3	- - -	95 14 11	3,709 17 1	1,509 5 10
Rowley Regis	- 1	296 5 10	- - -	1,226 18 8	- - -	- - -	- - -	5 13 0	1,232 11 8	657 6 1
Rugeley	- - 11	196 18 8	38 1 6	448 15 5	0 13 6	- - -	- - -	- - -	449 8 11	267 9 6
Shenstone	- - 17	158 13 8	6 3 0	607 5 0	- - -	- - -	- - -	0 12 6	607 17 6	326 13 2
Stafford and Eccleshall:—										
Eccleshall District	42	155 11 4	45 9 9	660 4 9	13 6 0	2 0 0	207 7 8	- - -	882 18 5	408 17 9
Stafford District	- 48	275 19 0	44 6 9	711 7 3	- - -	- - -	- - -	5 6 0	716 13 3	296 14 3
Stone	- - 18	25 6 1	41 2 6	399 19 7	26 4 1	- - -	1 0 0	10 4 10	437 8 6	130 19 7
Uttoxeter	- - 41	146 19 1	16 3 1	677 2 6	36 13 8	6 5 8	- - -	23 9 10	743 11 3	313 15 5
West Bromwich, Wed- nesbury, and Walsall	} 8	343 0 9	15 10 5	2,806 7 5	- - -	- - -	- - -	367 3 7	3,173 11 0	971 1 0
Wolverhampton	- 14	237 12 7	- - -	816 15 11	- - -	- - -	- - -	6 19 9	823 15 8	475 0 4
Boroughs, &c.	- 5	16 2 3	33 14 2	512 19 0	34 13 3	- - -	- - -	74 17 11	622 10 2	172 2 3
	429	3,304 13 0	720 15 3	19,278 5 5	149 11 2	8 10 6	208 7 8	712 10 7	20,357 5 4	8,941 8 5

COUNTY OF SUFFOLK.

Beccles	- - 12	74 17 3	4 16 2	231 6 4	- - -	- - -	- - -	- - -	231 6 4	72 8 5
Blything	- - 47	421 12 0	62 9 3	2,050 15 11	- - -	- - -	- - -	63 18 6	2,114 14 5	604 2 3
Bosmere and Claydon	- 35	304 4 9	85 17 7	968 9 2	- - -	- - -	- - -	28 5 2	996 14 4	343 3 6
Bungay	- - 15	57 13 11	20 1 8	575 9 0	8 8 8	- - -	- - -	40 12 4	624 10 0	185 16 2
Framlingham	- - 33	496 1 9	1 10 8	2,407 11 11	18 15 6	- - -	- - -	64 16 0	2,491 3 5	595 8 10
Hoxne	- - 18	350 7 4	31 14 9	1,552 3 9	- - -	- - -	- - -	3 6 8	1,555 10 5	389 9 10
Lackford	- - 1	63 7 4	- - -	148 7 2	- - -	- - -	- - -	- - -	148 7 2	35 11 9
Mutford and Lothingland	21	365 8 11	7 4 2	498 13 3	- - -	- - -	- - -	18 6 0	516 19 3	137 10 1
Samford	- - 28	267 9 10	47 10 8	1,334 7 1	34 14 6	- - -	- - -	7 10 0	1,376 11 7	393 11 9
Stow	- - 18	130 5 6	14 5 2	636 0 1	9 5 0	- - -	- - -	158 13 4	803 18 5	176 5 5
Woodbridge	- - 62	527 16 10	167 8 11	2,738 6 10	- - -	- - -	- - -	10 16 1	2,749 2 11	820 3 4
Boroughs	- - 3	8 12 6	17 16 10	262 13 6	3 0 0	- - -	- - -	- - -	265 13 6	89 1 7
	293	3,067 17 11	460 15 10	13,404 4 0	74 3 8	- - -	- - -	396 4 1	13,874 11 9	3,842 12 11

COUNTY OF SALOP.

EXPENDITURE.									BALANCES, 25th March 1868.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
2 0 3	14 9 9	1 1 10	0 18 8	- - -	- - -	- - -	2 16 0	38 5 11	5 9 2	9 1 3
4 4 3	3 3 2	0 1 0	- - -	- - -	- - -	7 0 0	0 18 6	27 13 11	11 0 3	—
10 0 0	9 12 9	3 11 4	3 0 0	- - -	- - -	- - -	1 11 3	57 16 6	11 16 9	1 0 6
57 1 6	74 1 7	18 2 4	- - -	- - -	- - -	- - -	25 10 0	381 18 9	96 18 11	20 15 9
20 10 11	60 10 3	12 3 11	- - -	6 5 4	- - -	- - -	13 19 6	224 5 0	70 11 7	2 5 5
227 4 6	133 6 1	83 3 10	25 10 0	- - -	- - -	32 10 9	60 15 5	1,101 9 2	145 5 6	73 9 4
321 1 5	295 3 7	118 4 3	29 8 8	6 5 4	- - -	39 10 9	105 10 8	1,831 9 3	341 2 2	106 12 3

COUNTY OF SOMERSET.

236 8 1	156 12 11	18 17 2	37 6 9	- - -	- - -	- - -	171 8 6	1,110 0 3	12 19 1	63 13 6
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COUNTY OF STAFFORD.

208 19 10	98 1 10	102 15 4	12 0 0	- - -	- - -	29 9 0	29 4 4	786 11 3	109 3 0	9 1 0
54 9 10	27 11 8	49 10 1	2 9 9	- - -	- - -	0 10 0	11 6 6	364 8 0	69 2 3	28 19 1
347 5 8	164 18 1	102 11 5	191 13 0	- - -	- - -	- - -	37 1 1	1,753 5 2	106 5 0	183 11 1
488 19 0	326 16 8	46 7 0	93 19 6	- - -	- - -	179 2 5	195 4 11	2,283 14 0	254 9 1	51 8 5
239 17 6	481 18 3	175 12 1	5 0 0	- - -	- - -	- - -	81 15 0	2,008 14 0	212 18 0	178 16 7
865 10 3	672 15 6	380 10 0	303 7 0	38 0 8	0 5 3	- - -	103 0 9	3,872 15 3	365 8 11	95 19 1
254 4 7	103 17 1	50 14 2	65 0 0	- - -	- - -	- - -	- - -	1,131 1 11	397 15 7	- - -
52 11 0	32 17 0	43 15 5	20 10 0	0 13 6	- - -	15 0 0	26 5 3	459 1 8	151 12 3	2 7 10
122 16 9	173 5 3	32 11 1	18 11 0	- - -	- - -	- - -	14 15 10	688 13 1	80 7 9	8 12 8
112 4 6	156 5 10	33 11 6	22 10 0	13 6 0	2 0 0	0 10 0	46 3 0	795 8 7	238 10 8	40 19 3
131 14 5	175 7 10	56 15 10	- - -	- - -	- - -	- - -	105 14 4	766 6 8	214 4 5	32 5 7
51 5 2	43 9 6	68 2 5	7 0 0	26 4 1	- - -	- - -	21 15 3	348 16 0	76 2 8	3 6 7
137 19 7	94 7 0	93 9 6	7 14 0	36 13 8	6 5 3	46 0 6	49 1 9	783 6 8	129 16 11	40 16 4
616 9 6	617 0 6	202 0 4	341 11 5	- - -	- - -	- - -	126 10 11	2,874 13 8	647 9 10	21 2 2
95 5 1	280 15 3	68 17 1	65 0 0	- - -	- - -	- - -	17 15 2	1,002 12 11	98 17 2	40 1 10
125 16 11	188 11 8	31 17 2	18 16 0	34 13 3	- - -	- - -	130 18 5	652 15 10	26 2 6	74 0 1
3,905 9 2	3,587 18 11	1,539 0 5	1,175 1 8	149 11 2	8 10 6	270 11 11	996 12 6	20,574 4 8	3,178 6 0	811 7 7

COUNTY OF SUFFOLK.

20 3 6	122 5 11	14 15 0	20 15 0	- - -	- - -	- - -	3 3 0	253 10 10	51 1 6	3 4 11
120 8 9	928 8 9	275 4 11	192 10 0	- - -	- - -	- - -	105 10 10	2,226 5 6	353 13 7	106 1 11
162 2 8	357 12 8	160 11 4	56 14 0	- - -	- - -	- - -	30 1 2	1,110 5 4	196 4 6	91 8 4
103 17 4	153 9 9	59 7 11	38 2 0	8 8 8	- - -	- - -	7 6 0	556 7 10	109 9 7	3 15 2
257 8 1	1,479 13 10	302 12 5	122 5 6	18 15 6	- - -	- - -	58 10 5	2,834 14 7	256 2 8	105 2 9
- - -	1,062 4 3	92 4 6	106 3 0	- - -	- - -	- - -	21 11 5	1,671 13 0	244 11 10	42 1 10
32 0 0	42 7 2	12 10 0	10 0 0	- - -	- - -	- - -	6 5 6	138 14 5	73 0 1	- - -
177 13 9	217 17 7	15 14 4	24 0 0	- - -	- - -	- - -	12 8 11	585 4 8	312 13 6	22 14 2
286 17 9	285 8 2	97 0 6	201 3 0	34 14 6	- - -	- - -	24 19 3	1,323 14 11	292 15 9	19 10 11
130 11 11	325 16 8	68 7 5	31 5 0	9 5 0	- - -	- - -	39 19 2	781 10 7	155 11 4	17 3 2
515 18 10	1,068 6 5	177 14 5	166 8 6	- - -	- - -	- - -	95 0 1	2,843 11 7	455 18 3	189 14 0
34 1 8	10 5 0	104 15 10	8 6 0	3 0 0	- - -	- - -	18 4 7	267 14 8	6 10 6	17 16 0
1,841 4 3	6,058 16 2	1,880 18 7	977 12 0	74 3 8	- - -	- - -	423 0 4	14,598 7 11	2,507 8 1	619 2 2

COUNTY OF SURREY.

NAMES OF DIVISIONS, &c.	BALANCES, 25th March 1867.		RECEIPTS.							Manual Labour.
	In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.		
Returns.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Farnham - - 1	- - -	6 6 3	855 0 0	- - -	- - -	- - -	- - -	855 0 0	336 19 6	
Parish of Kew - - 1	- - -	- - -	- - -	- - -	- - -	- - -	408 9 5	408 9 5	81 18 0	
2	- - -	6 6 3	855 0 0	- - -	- - -	- - -	408 9 5	1,263 9 5	418 17 6	

COUNTY OF SUSSEX.

Arundel, Lower	- 26	506 14 4	85 10 5	2,694 17 0	74 9 6	- - -	46 6 5	190 4 5	3,005 17 4	1,077 9 3
Arundel, Upper	- 27	236 4 6	66 0 5	770 8 5	14 15 0	0 5 0	- - -	26 8 3	811 16 8	298 16 2
Bramber, Lower	- 13	162 0 5	14 12 7	4,181 10 5	30 0 0	- - -	97 8 0	26 19 0	4,335 17 5	1,308 1 2
Brighton	- 9	38 14 10	60 4 11	711 5 9	32 1 0	1 15 0	- - -	- - -	745 1 9	221 3 7
Burwash	- 5	29 19 0	143 17 5	1,848 3 11	- - -	- - -	3 1 9	51 18 6	1,903 4 2	558 11 5
Chichester, Lower	- 24	282 16 7	156 1 8	2,016 7 2	75 6 6	- - -	80 0 11	6 14 1	2,178 8 8	912 2 0
Chichester, Upper	- 42	423 17 8	147 18 7	1,934 8 8	76 1 0	- - -	440 9 5	48 13 3	2,499 12 4	581 9 1
Cuckfield	- 13	405 10 5	10 3 4	3,889 16 0	- - -	- - -	- - -	10 2 0	3,899 16 0	1,564 18 0
Grinstead, East	- 5	272 5 1	1 14 6	2,561 15 6	- - -	- - -	- - -	49 8 0	2,611 3 6	832 9 5
Hailsham	- 19	246 15 7	19 18 1	1,815 6 1	403 18 9	- - -	- - -	1 12 7	2,220 17 5	662 9 5
Lewes	- 40	452 12 7	164 17 11	2,713 17 2	30 18 6	- - -	- - -	63 5 9	2,808 1 5	820 1 5
Pevensey Liberty	- 3	39 14 10	36 18 4	254 18 5	114 18 0	- - -	- - -	- - -	369 16 5	130 17 3
Steyning	- 23	187 7 11	27 1 2	1,574 10 6	3 4 0	0 16 0	11 12 8	187 4 3	1,777 7 5	456 7 9
Uckfield	- 8	76 12 10	101 13 4	2,121 16 3	170 2 7	- - -	- - -	5 18 7	2,297 17 5	670 15 5
Worthing	- 6	61 7 0	35 15 2	260 6 2	- - -	- - -	- - -	4 0 0	264 6 2	150 18 5
Boroughs	- 5	41 12 3	44 6 10	515 8 5	- - -	99 18 7	59 4 9	13 15 3	688 7 0	210 10 11
	268	3,464 5 10	1,116 14 8	29,864 15 10	1,025 14 10	102 14 7	738 8 11	686 3 11	32,417 13 1	10,457 0 4

COUNTY OF WARWICK.

Atherstone	- 34	306 1 8	17 5 7	1,189 6 11	11 12 0	- - -	- - -	91 7 0	1,292 5 11	394 19 6
Birmingham	- 7	748 7 4	19 12 4	1,463 11 3	- - -	- - -	- - -	39 5 3	1,502 16 6	660 5 10
Coleshill	- 20	93 16 2	51 5 0	880 16 11	9 14 9	- - -	- - -	8 6 2	898 17 10	452 9 2
Kenilworth	- 11	356 1 1	2 4 6	1,353 10 9	9 0 0	- - -	- - -	226 0 7	1,588 11 4	657 10 4
Kirby	- 44	313 18 2	78 2 9	2,379 15 5	14 19 11	- - -	- - -	33 6 6	2,428 1 10	795 16 4
Rugby	- 22	228 11 0	14 15 8	1,359 9 11	- - -	- - -	- - -	12 19 8	1,372 9 7	475 19 3
Solihull	- 11	279 7 4	5 11 0	951 14 5	- - -	- - -	- - -	15 4 9	966 19 2	467 15 5
Southam	- 29	362 17 4	44 10 8	3,143 16 1	0 14 0	36 17 4	- - -	158 1 10	3,339 9 3	1,182 7 11
Warwick	- 22	208 8 7	13 9 9	881 9 5	58 19 1	- - -	- - -	6 9 1	946 17 7	459 3 4
Parish of Sutton Coldfield	1	20 6 0	- - -	292 5 4	- - -	- - -	- - -	- - -	292 5 4	213 0 2
	201	2,917 14 8	246 17 3	13,895 16 5	104 19 9	36 17 4	- - -	591 0 10	14,628 14 4	5,759 7 2

COUNTY OF WESTMORLAND.

Ambleside	- 6	117 10 4	- - -	367 14 8	- - -	- - -	- - -	46 13 8	414 8 4	181 17 0
East Ward	- 52	170 7 8	19 0 8	788 5 9	5 7 0	- - -	1 0 0	60 4 1	854 16 10	419 0 9
Kendal Ward	- 48	309 4 1	6 19 0	1,428 4 0	- - -	- - -	- - -	99 12 5	1,527 16 5	1,217 12 9
Lonsdale Ward	- 15	86 11 6	1 6 11	280 9 3	7 19 6	- - -	- - -	67 14 2	356 2 11	286 13 5
West Ward	- 46	296 9 2	5 18 7	1,001 12 3	- - -	4 19 0	- - -	22 14 11	1,029 6 2	694 4 2
	167	980 2 9	33 5 2	3,866 5 11	13 6 6	4 19 0	1 0 0	296 19 3	4,182 10 8	2,799 7 11

COUNTY OF SURREY.

EXPENDITURE.									BALANCES, 25th March 1868.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
137 7 8	218 1 5	54 5 7	105 15 0	- - -	- - -	- - -	- - -	847 9 2	1 4 7	—
- - -	124 11 8	85 1 8	- - -	- - -	- - -	- - -	116 18 6	408 9 5	—	—
137 7 8	337 12 8	139 7 8	105 15 0	- - -	- - -	- - -	116 18 6	1,255 18 7	1 4 7	—

COUNTY OF SUSSEX.

528 1 6	774 15 8	104 14 7	188 10 9	74 9 6	- - -	- - -	446 8 5	3,194 9 8	301 16 0	69 4 5
260 14 0	161 5 4	47 9 2	12 6 6	14 15 0	0 5 0	- - -	24 6 8	819 17 10	202 19 10	40 16 11
617 16 3	1,312 2 6	418 6 7	195 16 0	30 0 0	- - -	99 3 8	68 10 0	4,049 16 2	444 1 1	10 12 0
127 4 11	178 6 0	77 2 1	26 1 10	32 1 0	1 15 0	- - -	83 16 3	747 10 8	58 7 8	82 6 8
356 15 3	538 3 11	118 13 9	60 0 0	- - -	- - -	- - -	10 6 10	1,642 11 2	148 6 5	1 11 10
575 9 0	277 7 3	46 10 2	204 15 3	75 6 6	- - -	- - -	111 0 11	2,202 11 1	207 0 11	104 8 5
511 14 11	392 15 10	208 19 9	37 7 2	76 1 0	- - -	36 0 0	143 10 8	1,987 18 5	873 14 11	86 1 11
961 5 5	1,009 8 10	276 4 4	53 0 0	- - -	- - -	107 12 0	62 3 0	4,034 11 7	382 4 6	121 11 0
998 1 7	617 9 2	71 5 1	135 0 0	- - -	- - -	16 0 0	56 8 4	2,726 13 7	168 14 7	13 14 1
361 16 7	554 18 7	67 15 6	38 12 0	403 18 9	- - -	56 16 5	113 16 9	2,260 3 9	265 15 10	78 4 8
732 10 8	786 14 7	185 14 9	67 5 0	30 18 6	- - -	69 8 10	122 18 3	2,815 11 11	424 7 6	144 3 4
22 6 9	1 13 9	13 1 1	20 0 0	114 18 0	- - -	1 12 6	16 14 2	321 3 6	51 9 5	—
429 9 0	567 2 10	112 16 6	82 16 6	3 4 0	0 16 0	3 0 0	82 13 4	1,738 5 11	228 2 11	28 14 8
545 8 11	705 19 0	68 7 11	78 1 0	170 2 7	- - -	- - -	13 19 5	2,252 14 3	99 16 6	79 13 10
63 11 5	95 9 9	5 10 1	12 10 0	- - -	- - -	- - -	14 16 1	342 15 9	6 14 6	59 12 3
71 19 7	134 15 2	119 0 11	12 14 0	- - -	99 18 7	- - -	8 18 10	657 18 0	71 3 1	43 8 8
7,164 5 9	8,108 8 2	1,941 12 8	1,224 16 0	1,025 14 10	102 14 7	389 13 5	1,380 7 11	31,794 13 3	3,934 15 8	964 4 8

COUNTY OF WARWICK.

237 14 2	341 15 8	247 12 2	42 10 6	11 12 0	- - -	2 10 0	54 4 0	1,332 18 0	293 8 11	45 4 11
260 8 3	445 10 5	189 18 10	50 10 0	- - -	- - -	- - -	124 4 9	1,730 18 1	506 12 5	5 19 0
76 0 3	131 0 0	82 11 9	60 0 0	9 14 9	- - -	- - -	61 18 4	873 14 1	115 11 7	47 16 8
155 9 4	289 0 7	107 0 0	60 0 0	9 0 0	- - -	- - -	195 14 10	1,473 15 1	490 1 8	21 8 10
302 15 0	865 3 4	133 11 5	131 14 0	14 19 11	- - -	- - -	63 5 1	2,307 5 1	423 16 11	67 4 9
139 2 11	535 17 3	153 15 9	18 17 0	- - -	- - -	20 0 0	33 15 8	1,377 7 10	237 17 0	28 19 11
98 5 4	291 4 10	116 6 11	69 12 0	- - -	- - -	- - -	65 2 7	1,108 7 1	153 4 8	20 16 3
419 16 6	1,371 5 2	235 13 6	38 12 1	0 14 0	36 17 4	53 17 6	80 5 9	3,419 9 9	324 14 10	86 8 8
215 10 3	263 0 2	42 18 1	23 5 0	58 19 1	- - -	- - -	25 8 8	1,088 4 3	131 11 9	77 19 7
23 18 6	39 8 6	9 12 7	20 0 0	- - -	- - -	- - -	1 19 4	307 19 6	4 11 10	—
1,929 0 6	4,573 5 11	1,319 1 0	515 0 7	104 19 9	36 17 4	76 7 6	705 19 0	15,019 18 9	2,681 11 7	401 18 7

COUNTY OF WESTMORLAND.

55 10 0	17 10 6	5 11 2	- - -	- - -	- - -	- - -	184 1 6	444 10 2	87 8 6	—
149 4 5	199 8 3	5 15 6	10 15 0	5 7 0	- - -	29 8 11	39 17 10	858 17 8	154 9 8	7 3 6
125 18 9	76 12 11	22 4 2	64 1 0	- - -	- - -	- - -	32 1 5	1,538 11 0	296 10 6	5 0 0
30 4 2	9 4 10	23 0 10	22 0 0	7 19 6	- - -	- - -	9 12 8	388 15 3	66 8 10	13 16 7
189 3 8	181 12 4	14 5 1	16 16 0	- - -	4 19 0	- - -	14 5 10	1,115 6 1	206 14 8	2 4 0
550 1 0	484 8 10	70 16 9	113 12 0	13 6 6	4 19 0	29 8 11	279 19 3	4,346 0 2	811 12 2	28 4 1

COUNTY OF WILTS.

NAMES OF DIVISIONS, &c.	BALANCES, 25th March 1867.		RECEIPTS.							New Lanc.
	In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Bradford Returns. - 4	117 7 2	2 2 10	585 10 5	- - -	- - -	- - -	1 19 0	587 9 5	58 19 1	
Borough of Malmesbury } - 3	10 6 4	2 3 9	110 2 9	- - -	- - -	- - -	- - -	110 2 9	4 9 3	
7	127 13 6	4 6 7	695 13 2	- - -	- - -	- - -	1 19 0	697 12 2	102 4 5	

COUNTY OF WORCESTER.

Blockley - 2	8 1 0	- - -	71 16 2	- - -	- - -	- - -	- - -	71 16 2	35 1 4
Bromsgrove - 3	143 17 7	- - -	394 9 5	- - -	- - -	- - -	- - -	394 9 5	132 11 1
Droitwich - 7	56 8 10	14 15 9	452 7 1	0 11 0	6 15 0	- - -	- - -	459 18 1	258 11 1
Halesowen - 14	14 13 2	95 9 6	757 13 3	16 3 6	- - -	- - -	- - -	773 16 9	288 4 4
Northfield - 4	196 9 8	4 10 9	1,400 6 0	89 8 3	- - -	- - -	34 4 9	1,523 19 0	658 14 1
Pershore - 22	157 12 9	114 3 7	1,172 13 11	- - -	- - -	- - -	85 18 3	1,258 12 2	436 11 1
Stourbridge - 9	51 10 2	57 15 2	857 16 0	77 6 0	- - -	- - -	0 10 11	935 12 11	232 14 4
Stourport - 1	31 4 10	- - -	157 2 11	- - -	- - -	- - -	8 16 0	165 18 11	87 4 4
Upton - 5	24 15 2	10 12 11	230 15 0	- - -	- - -	- - -	1 0 0	231 15 0	72 10 0
Worcester - 6	94 11 2	4 1 2	743 19 0	- - -	- - -	- - -	2 0 6	745 19 6	184 8 8
Borough of Droitwich 5	30 2 1	12 14 3	289 2 0	0 7 0	0 10 6	- - -	9 2 6	299 2 0	180 17 1
78	809 6 5	314 3 1	6,528 0 9	183 15 9	7 5 6	- - -	141 12 11	6,860 14 11	2,568 3 1

COUNTY OF YORK.

EAST RIDING.									
Bainton-Beacon - 35	729 19 0	38 7 10	6,517 6 5	253 5 6	94 10 0	- - -	205 19 1	7,071 1 0	2,967 10 4
Buckrose - 44	389 14 9	72 19 6	3,460 2 10	163 17 6	11 6 5	14 0 0	39 5 4	3,688 12 1	1,306 1 9
Dickering - 38	377 2 3	72 19 0	5,914 6 10	- - -	- - -	- - -	160 4 5	6,074 11 3	2,150 1 11
Holderness, Middle - 34	322 4 6	64 8 4	3,059 5 10	436 19 1	17 2 8	- - -	104 4 10	3,617 12 5	750 9 5
Holderness, North - 27	308 19 10	38 5 10	1,460 8 7	41 7 10	55 3 3	18 0 0	84 5 9	1,659 5 5	489 2 7
Holderness, South - 26	297 8 4	32 4 10	1,718 7 6	73 11 2	68 13 4	- - -	174 6 3	2,034 18 3	447 11 11
Holme-Beacon - 20	188 5 9	15 1 9	2,407 9 10	94 1 0	3 0 0	8 18 0	86 12 10	2,600 1 8	549 10 1
Howdenshire - 41	443 3 6	37 17 2	2,744 4 4	- - -	- - -	- - -	45 7 1	2,789 11 5	619 4 4
Hunsley-Beacon, North 24	269 18 5	4 11 4	1,912 15 6	- - -	- - -	14 0 0	140 18 7	2,067 14 1	487 19 4
Hunsley-Beacon, South 25	508 14 0	52 0 2	3,145 6 3	222 3 11	1 2 0	- - -	126 3 6	3,494 15 10	1,003 19 1
Ouse and Derwent - 27	241 14 7	24 13 4	3,631 17 6	- - -	- - -	- - -	83 17 10	3,715 15 4	863 16 11
Wilton-Beacon - 40	353 14 10	21 10 2	3,578 13 5	128 2 7	23 10 2	- - -	104 0 0	3,834 6 2	981 17 1
NORTH RIDING.									
Allertonshire - 35	168 8 4	70 13 11	1,417 11 7	2 11 6	- - -	22 17 11	15 17 3	1,458 18 3	637 1 1
Birdforth - 57	401 7 2	33 5 3	2,423 4 1	2 1 6	10 9 0	1 17 7	18 4 2	2,435 16 4	1,229 11 1
Bulmer, East - 32	376 18 0	29 0 3	2,414 16 2	84 5 2	34 11 6	- - -	42 13 0	2,576 5 10	767 13 11
Bulmer, West - 30	267 4 7	25 17 1	1,769 14 9	160 19 10	- - -	- - -	163 5 8	2,094 0 3	847 3 11
Gilling, East - 24	179 11 8	0 2 0	605 11 7	- - -	- - -	- - -	- - -	605 11 7	373 5 10
Gilling, West - 45	203 17 1	1 7 3	598 4 1	4 6 0	7 10 2	18 16 4	43 2 8	671 19 3	503 10 4
„ Greta Bridge District* 22	123 12 5	15 19 6	337 7 11	- - -	- - -	1 8 0	42 12 6	381 8 5	258 9 5
Hallikeld - 29	186 5 4	0 8 3	618 8 3	- - -	- - -	- - -	16 19 0	635 7 3	468 10 4
Hang, East - 27	243 15 2	2 0 8	979 16 10	- - -	- - -	- - -	9 5 5	989 2 3	667 10 1
Hang, West - 49	218 12 9	14 1 7	1,509 5 5	- - -	20 0 0	104 17 10	39 2 8	1,673 5 11	1,233 3 1
Langbaugh, East - 28	461 19 8	33 18 3	2,122 15 7	207 15 3	118 4 7	- - -	19 12 3	2,468 7 8	728 16 4
Langbaugh, North - 6	20 3 1	141 12 0	1,057 6 4	- - -	- - -	- - -	3 8 3	1,060 9 7	365 4 1
Langbaugh, West - 32	199 1 4	67 16 10	1,488 12 3	- - -	- - -	19 2 9	38 16 2	1,546 11 2	598 3 3

* To the 31st December 1867.

COUNTY OF WILTS.

EXPENDITURE.									BALANCES, 25th March 1868.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
20 5 11	15 3 1	8 16 2	- - -	- - -	- - -	- - -	556 8 3	660 4 3	45 2 7	2 13 1
9 6 2	40 1 3	4 11 3	12 10 0	- - -	- - -	- - -	5 1 0	113 19 4	5 2 0	0 16 0
29 12 1	55 4 4	13 7 5	12 10 0	- - -	- - -	- - -	561 9 3	774 3 7	50 4 7	3 9 1

COUNTY OF WORCESTER.

23 18 10	10 10 4	1 13 4	- - -	- - -	- - -	- - -	2 19 6	74 9 3	5 7 11	—
73 9 1	304 14 9	3 11 5	- - -	- - -	- - -	- - -	51 9 5	566 2 10	8 10 4	36 6 2
37 11 0	85 18 6	38 17 11	- - -	0 11 0	6 15 0	- - -	7 0 10	435 7 3	81 17 6	15 18 7
128 11 5	157 13 0	108 19 6	16 13 6	16 3 6	- - -	- - -	28 4 2	744 11 5	24 17 3	76 8 3
226 10 1	333 13 6	69 8 2	107 0 0	89 8 3	- - -	- - -	71 7 7	1,556 1 9	173 2 3	13 6 1
238 9 4	329 16 10	74 6 10	15 0 0	- - -	- - -	- - -	32 4 7	1,126 9 5	212 4 7	36 12 8
214 12 3	151 15 6	138 10 3	15 10 3	77 6 0	- - -	- - -	91 3 11	921 12 8	79 7 9	71 12 6
90 5 9	- - -	9 3 4	- - -	- - -	- - -	- - -	- - -	186 13 7	10 10 2	—
33 16 0	72 7 10	4 14 8	10 0 0	- - -	- - -	- - -	2 9 8	195 18 2	82 12 2	32 13 1
139 5 10	165 5 9	42 0 7	65 0 0	- - -	- - -	- - -	24 6 3	620 7 1	216 2 5	—
38 2 9	279 12 6	44 9 5	20 0 0	0 7 0	0 10 6	- - -	18 18 5	582 17 9	14 16 3	281 4 2
244 12 4	1,891 8 6	535 15 5	249 3 9	183 15 9	7 5 6	- - -	330 4 4	7,010 11 2	909 8 7	564 1 6

COUNTY OF YORK.

292 6 0	2,922 13 3	257 18 10	82 2 6	253 5 6	94 10 0	60 4 2	119 15 6	7,150 6 1	651 9 8	39 3 7
746 10 10	1,037 13 4	85 12 9	4 10 0	163 17 6	11 6 5	13 11 0	47 6 5	3,616 10 0	446 6 4	57 9 0
941 16 0	1,513 12 9	269 10 6	12 0 0	- - -	- - -	- - -	366 14 6	6,253 15 8	238 16 10	113 18 0
649 3 8	1,351 16 5	145 8 0	4 0 0	436 19 1	17 2 8	113 16 10	94 3 9	3,562 19 8	346 11 2	34 2 3
296 3 3	658 8 8	47 12 4	- - -	41 7 10	55 3 3	- - -	27 14 7	1,615 12 6	322 1 2	7 14 3
445 2 4	687 11 8	112 4 6	19 2 0	73 11 2	68 13 4	209 14 3	35 16 0	2,099 7 2	257 9 1	56 14 6
397 7 1	1,162 11 11	64 10 4	40 0 0	94 1 0	3 0 0	231 11 8	10 16 0	2,553 8 9	219 17 0	0 0 1
296 13 1	1,404 4 7	149 6 2	16 0 0	- - -	- - -	48 11 4	56 7 8	2,590 7 7	615 8 8	10 18 6
308 19 7	993 15 2	114 8 2	17 0 0	- - -	- - -	134 18 3	20 17 9	2,077 18 7	264 8 2	9 5 7
379 3 5	1,319 18 3	148 3 9	59 10 6	222 3 11	1 2 0	305 18 1	103 10 2	3,543 9 8	414 1 0	6 1 0
414 9 1	1,732 2 7	97 2 11	28 6 0	- - -	- - -	249 10 0	132 16 11	3,517 4 5	428 6 3	12 14 1
585 0 11	1,775 8 1	226 19 11	- - -	128 2 7	23 10 2	57 0 0	84 3 7	3,862 2 9	322 19 0	18 10 11
107 8 4	452 12 11	38 6 6	- - -	2 11 6	- - -	16 11 0	122 13 0	1,377 6 6	179 14 10	0 8 8
397 13 6	584 2 10	175 8 1	32 9 0	2 1 6	10 9 0	7 0 0	74 3 2	2,512 18 9	339 2 2	28 2 8
375 16 2	917 4 1	279 18 9	101 1 10	84 5 2	34 11 6	66 0 2	181 13 5	2,808 4 11	141 15 8	25 16 7
224 11 6	479 2 7	60 14 11	26 8 0	160 19 10	- - -	100 2 0	169 13 1	2,068 15 10	266 17 0	0 5 1
187 17 4	69 13 6	22 5 3	8 13 0	- - -	- - -	- - -	17 15 1	684 13 0	102 6 11	1 18 8
120 5 5	30 4 0	13 4 3	10 12 4	4 6 0	7 10 2	2 7 0	45 17 4	737 17 3	148 3 2	11 11 4
90 0 8	29 17 11	3 10 5	15 5 0	- - -	- - -	- - -	11 10 4	408 13 9	84 3 7	3 16 0
54 2 7	107 18 7	19 2 10	4 0 0	- - -	- - -	- - -	67 6 1	721 0 5	121 15 1	21 11 2
116 6 11	139 17 0	40 6 2	59 6 0	- - -	- - -	- - -	23 12 10	1,046 19 0	190 0 3	6 2 6
250 13 6	29 5 11	41 8 7	27 0 0	- - -	20 0 0	- - -	64 9 4	1,716 3 1	182 2 7	20 8 7
508 7 3	711 8 1	66 7 9	170 2 6	207 15 3	118 4 7	- - -	55 10 2	2,566 11 9	350 13 1	20 15 9
164 7 4	222 18 8	112 4 7	- - -	- - -	- - -	- - -	91 12 10	856 8 3	82 12 5	—
347 19 8	485 18 5	102 16 2	37 0 0	- - -	- - -	- - -	18 9 8	1,590 7 7	92 17 0	5 8 11

COUNTY OF YORK—continued.

NAMES OF DIVISIONS, &c.	BALANCES, 25th March 1867.		RECEIPTS.							Manual Labour.
	In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.		
NORTH RIDING—continued.										
Returns.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Malton - - - 22	215 13 1	12 5 7	927 15 3	100 7 6	6 9 5	- - -	19 11 9	1,054 3 11	591 13 10	
Pickering Lyth, East - 29	520 10 9	35 11 0	2,962 3 5	- - -	- - -	- - -	225 0 8	3,187 4 1	1,974 13 10	
Pickering Lyth, West - 26	239 1 6	0 0 5	1,201 8 4	434 17 4	127 7 11	- - -	53 4 3	1,816 17 10	632 3 5	
Ryedale - - - 51	231 14 0	2 9 7	2,383 19 8	150 9 4	63 17 2	- - -	55 0 6	2,653 6 8	1,087 4 1	
Whitby Strand - - 19	327 15 8	4 18 0	2,557 19 5	- - -	- - -	- - -	35 14 4	2,593 13 9	1,131 13 1	
Yarm - - - 19	101 16 11	7 5 7	850 17 8	70 6 6	- - -	29 11 5	15 13 10	966 9 5	328 16 3	
WEST RIDING.										
Agbrigg, Lower - 33	947 16 10	209 19 1	6,921 6 3	431 5 3	5 16 5	266 12 0	189 1 2	7,814 1 1	3,014 4 1	
Agbrigg, Upper - - 5	380 3 5	- - -	1,282 3 8	66 18 3	5 4 9	177 2 9	41 10 3	1,572 19 8	967 12 3	
Ainsty, East - - 17	100 0 2	11 12 2	817 18 2	- - -	- - -	- - -	78 1 9	895 19 11	313 2 2	
Barkston Ash, Lower - 24	464 16 9	31 18 1	3,462 3 6	- - -	- - -	1 14 6	88 5 5	3,552 3 5	1,300 7 3	
Barkston Ash, Upper - 16	145 7 10	62 16 5	1,953 13 1	363 13 6	- - -	5 1 0	121 14 4	2,444 1 11	921 7 3	
Bolton-by-Bowland - 18	114 10 11	19 3 5	780 2 4	200 14 6	220 15 3	- - -	3 0 0	1,204 12 1	506 14 1	
Claro - - - 61	703 11 4	22 15 7	2,691 2 6	121 15 2	23 3 6	97 12 3	161 14 1	3,095 7 6	1,720 9 3	
Dewsbury - - - 6	113 1 3	- - -	2,892 9 6	3 19 0	- - -	82 16 0	101 1 1	3,080 5 7	929 9 3	
Ewcross - - - 6	32 11 5	0 9 5	230 11 6	- - -	- - -	- - -	- - -	230 11 6	163 7 3	
Keighley - - - 2	74 13 5	- - -	250 15 9	- - -	- - -	- - -	7 4 2	257 19 11	138 14 3	
Kirkby Malzeard - 11	72 16 7	3 5 0	830 15 10	1 10 0	2 0 0	- - -	2 3 9	336 9 7	278 5 1	
Morley, East - - - 6	695 16 8	1 15 4	1,509 8 5	9 11 1	- - -	213 18 5	- - -	1,732 17 11	763 5 10	
Morley, West - - 14	717 12 3	134 11 9	3,017 10 5	- - -	- - -	403 15 9	30 19 9	3,452 5 11	1,317 15 7	
Osgoldcross, Lower - 26	482 4 3	157 6 3	4,521 19 10	32 4 0	- - -	- - -	187 14 0	4,741 17 10	1,401 2 4	
Osgoldcross, Upper - 35	468 19 8	32 15 2	3,682 14 6	- - -	- - -	4 14 0	127 13 0	3,815 1 6	1,566 11 3	
Otley - - - 24	227 10 1	22 7 2	1,926 17 2	188 10 3	47 5 10	214 10 8	118 4 10	2,495 8 4	1,229 5 10	
Ripon - - - 25	84 18 0	33 17 1	951 2 0	- - -	7 0 0	20 2 0	10 11 6	988 15 6	573 0 4	
Rotherham - - 41	818 13 0	133 15 2	5,111 1 5	- - -	- - -	335 13 7	51 17 11	5,498 12 11	2,197 17 9	
Saddleworth - - 7	305 7 0	2 17 0	1,913 10 7	- - -	- - -	- - -	69 17 6	1,983 8 1	867 12 5	
Skyrack - - - 31	516 6 8	200 10 9	5,226 13 1	- - -	- - -	444 18 6	66 14 5	5,738 6 0	2,138 3 4	
Staincliffe, West - 3	6 11 1	- - -	7 11 3	0 10 0	3 16 0	- - -	- - -	11 17 3	8 10 9	
Staincross - - 29	523 5 2	70 14 8	4,584 3 3	35 1 0	- - -	332 4 7	33 18 8	4,985 7 6	1,812 19 3	
Strafforth and Tickhill, Upper	1	214 6 10	535 12 11	- - -	- - -	- - -	2 4 3	537 17 2	264 2 3	
Tadcaster - - - 19	235 1 0	60 17 0	1,338 17 3	63 5 2	- - -	2 2 0	18 11 4	1,422 15 9	659 11 11	
Wetherby - - - 24	241 6 5	47 6 9	1,270 15 1	- - -	- - -	- - -	54 1 3	1,324 16 4	647 19 0	
Boroughs, &c. - 3	138 19 6	- - -	951 8 9	- - -	- - -	- - -	11 7 3	962 16 0	329 12 10	
1,450	17,944 15 9	2,234 5 6	125,939 11 5	4,150 5 8	977 19 4	2,856 7 5	3,789 16 8	137,714 0 6	52,613 18 4	

COUNTY OF YORK—continued.

EXPENDITURE									BALANCES, 25th March 1868.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
124 5 11	270 16 8	40 15 5	8 10 0	100 7 6	6 9 5	- -	19 15 1	1,162 13 10	111 0 5	16 2 10
827 14 8	461 3 6	153 4 9	2 0 0	- -	- -	- -	103 11 10	3,522 8 7	312 13 10	162 18 7
53 12 8	379 0 8	55 10 10	27 9 0	434 17 4	127 7 11	- -	30 4 8	1,941 1 6	122 11 10	7 14 5
750 8 8	558 12 1	59 11 4	26 12 0	150 9 4	63 17 2	29 12 8	101 2 5	2,827 10 7	65 3 3	10 2 9
788 1 9	469 3 3	148 16 10	161 17 6	- -	- -	- -	62 13 11	2,762 8 4	161 14 7	7 11 6
152 2 8	296 5 10	35 11 5	15 5 0	70 6 6	- -	24 9 10	52 19 1	975 16 8	86 7 9	1 3 8
885 7 8	2,937 1 9	225 9 2	266 3 0	431 5 3	5 16 5	2 0 0	157 8 10	7,924 16 1	748 8 10	121 6 1
208 17 6	260 15 7	115 18 1	24 10 0	66 18 8	5 4 9	70 2 10	18 4 4	1,733 3 8	318 18 6	98 19 1
185 8 8	285 1 8	55 16 3	5 0 0	- -	- -	- -	23 4 1	867 13 2	126 14 1	9 19 4
508 0 7	1,610 2 2	64 9 3	93 10 0	- -	- -	146 4 2	41 15 9	3,764 9 1	267 17 6	47 4 6
213 17 1	375 16 11	86 11 3	27 5 0	363 13 6	- -	210 12 7	266 15 8	2,465 19 9	201 2 5	140 8 10
146 8 5	42 12 1	11 17 10	25 2 0	200 14 6	220 15 3	- -	50 8 2	1,204 13 2	119 14 1	24 7 8
398 16 9	544 16 9	229 8 4	47 7 2	121 15 2	23 3 6	63 0 7	162 16 9	3,311 14 6	479 16 7	15 7 10
533 16 2	1,016 9 5	238 15 4	160 0 0	3 19 0	- -	- -	27 0 4	2,909 9 6	283 17 4	—
30 7 0	6 3 11	2 1 0	18 16 6	- -	- -	- -	9 9 4	230 4 11	32 8 7	—
27 4 10	46 3 2	51 10 10	- -	- -	- -	- -	12 13 0	276 6 6	65 3 3	8 16 5
13 19 0	33 17 7	18 19 9	1 0 0	1 10 0	2 0 0	- -	12 0 2	361 15 7	56 6 1	12 0 6
271 17 0	813 6 2	172 12 0	40 14 6	9 11 1	- -	- -	297 16 11	2,369 4 6	84 5 2	26 10 5
738 6 8	325 9 4	572 17 9	246 14 11	- -	- -	- -	220 3 10	3,421 4 1	774 19 5	160 17 1
641 18 10	2,074 1 11	159 11 2	193 11 11	32 4 0	- -	- -	253 10 3	4,756 10 3	420 10 5	110 4 10
930 0 7	919 19 4	151 11 2	60 8 0	- -	- -	130 18 8	96 4 7	3,855 14 0	469 18 4	74 6 4
455 0 3	587 11 3	44 5 0	69 13 0	188 10 3	47 5 10	- -	37 3 1	2,618 14 6	174 15 6	92 18 9
132 1 2	69 15 2	53 1 3	16 4 6	- -	7 0 0	- -	30 2 9	881 5 4	174 3 11	15 12 10
1,227 3 11	1,314 1 8	259 5 3	195 7 2	- -	- -	- -	37 13 5	5,231 9 2	990 0 3	37 18 8
338 16 1	233 6 9	70 7 3	50 0 0	- -	- -	0 5 0	684 5 6	2,240 14 3	82 15 11	37 12 1
1,243 3 8	1,634 8 5	440 16 7	192 9 0	- -	- -	97 9 6	156 1 6	5,902 12 0	385 5 5	233 15 6
1 0 5	- -	- -	1 0 0	0 10 0	3 16 0	- -	0 18 6	15 15 8	2 12 8	—
925 11 3	1,311 0 1	182 18 4	209 7 0	35 1 0	- -	45 12 6	201 8 0	4,723 16 4	814 1 6	99 19 10
311 3 3	194 4 9	42 7 1	- -	- -	- -	- -	47 7 0	859 4 8	- -	107 0 8
152 14 10	256 9 2	102 16 5	36 0 0	63 5 2	- -	62 3 6	44 10 2	1,377 11 2	285 6 4	65 17 9
158 17 3	236 11 10	88 15 6	22 11 1	- -	- -	129 18 9	39 15 2	1,339 8 7	206 10 2	27 2 9
180 14 10	114 0 0	118 12 4	39 13 10	- -	- -	5 13 3	38 8 0	887 15 1	214 0 5	—
24,250 5 5	40,448 10 0	6,743 17 2	3,058 10 9	4,150 5 8	977 19 4	2,634 19 7	5,382 1 3	140,262 7 11	15,449 2 0	2,286 19 2

NORTH WALES.

COUNTY OF ANGLESEY.

NAMES OF DIVISIONS, &c.	BALANCES, 25th March 1867.		RECEIPTS.							Manual Labour
	In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.		
Returns.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Anglesey, 1st Division 36	62 9 5	74 16 1	1,281 7 1	159 19 0	49 2 11	- -	7 9 4	1,497 18 4	502 5 11	
Anglesey, 2d Division 36	158 12 11	44 11 9	1,028 6 8	346 11 5	18 14 5	- -	2 6 11	1,395 19 5	381 1 6	
Borough of Beaumaris 3	34 12 4	18 13 6	167 3 0	- -	- -	- -	- -	167 3 0	77 11 11	
75	255 14 8	138 1 4	2,476 16 9	506 10 5	67 17 4	- -	9 16 3	3,061 0 9	960 19 4	

COUNTY OF CARNARVON.

Bangor - - - 6	172 7 8	3 14 11	458 0 2	2 0 5	5 19 4	- -	13 12 6	479 12 5	338 0 10
Carnarvon - - - 11	94 18 3	49 12 4	1,021 7 0	- -	- -	- -	- -	1,021 7 0	324 8 4
Conway - - - 10	27 9 11	17 5 11	274 10 10	75 5 0	13 17 5	- -	1 2 6	364 15 9	141 11 9
Eifionydd - - - 9	24 19 7	0 15 5	171 19 1	11 0 0	- -	- -	0 13 3	183 12 4	70 5 8
Nant Conway - - 7	2 9 2	26 4 0	154 17 3	3 11 8	2 9 6	- -	5 0 0	165 18 5	123 10 6
Pwllheli - - - 31	40 15 4	74 17 11	392 3 7	546 11 2	187 4 4	- -	2 5 0	1,128 4 1	239 1 3
74	362 19 11	172 10 6	2,472 17 11	638 8 3	209 10 7	- -	22 13 3	3,343 10 0	1,236 18 4

COUNTY OF DENBIGH.

Isaled - - - 52	99 6 9	17 2 4	688 0 7	91 12 8	2 18 1	- -	2 0 0	784 11 4	436 5 4
Llangollen - - - 1	9 1 11	- - -	415 12 4	- -	- -	- -	53 6 6	468 18 10	171 9 5
Uwchaled - - - 24	12 2 2	5 16 0	98 3 2	6 1 0	12 10 0	- -	- -	116 14 2	61 12 6
Borough of Denbigh - 1	12 18 2	- - -	362 5 10	- -	- -	- -	8 12 0	370 17 10	137 19 10
78	133 9 0	22 18 4	1,564 1 11	97 13 8	15 8 1	- -	63 18 6	1,741 2 2	807 7 1

COUNTY OF FLINT.

Caerwys - - - 17	28 16 9	12 6 0	96 7 10	- -	- -	- -	- -	96 7 10	46 15 8
Hawarden - - - 15	101 19 8	16 1 10	600 17 5	76 18 8	51 15 9	- -	- -	729 11 10	180 14 6
Holywell - - - 12	101 4 7	7 0 7	612 0 7	29 6 0	- -	- -	- -	641 6 7	114 10 1
Hope - - - - 9	41 17 11	5 2 7	218 16 5	23 17 6	- -	- -	- -	242 13 11	108 19 5
Maylor - - - - 13	60 17 2	4 7 0	617 18 6	55 3 7	- -	- -	2 0 6	675 2 7	273 12 6
Mold - - - - 12	108 13 10	31 7 5	431 4 1	64 11 11	0 10 5	- -	- -	496 6 5	217 3 4
Northop - - - 17	88 14 0	9 10 9	432 2 3	29 7 0	4 2 11	- -	- -	465 12 2	166 19 2
Prestatyn - - - 10	113 6 11	2 12 7	437 4 8	- -	- -	- -	0 19 6	438 4 2	236 12 10
Rhuddlan - - - 18	37 6 9	18 19 5	364 6 3	- -	- -	- -	1 4 0	365 10 3	167 11 6
Borough of Flint - 1	- - -	177 5 10	386 4 7	- -	- -	- -	- -	386 4 7	136 1 7
124	682 17 7	284 14 0	4,197 2 7	279 4 8	56 9 1	- -	4 4 0	4,537 0 4	1,649 0 7

NORTH WALES.

COUNTY OF ANGLESEY.

EXPENDITURE.									BALANCES, 25th March 1868.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
161 18 0	404 1 7	42 14 0	155 3 3	159 19 0	49 2 11	- -	34 7 8	1,509 12 4	97 3 1	121 3 9
123 6 11	311 14 4	58 7 1	141 14 0	346 11 5	18 14 5	- -	26 7 1	1,407 16 9	140 17 2	38 13 4
23 11 4	1 8 6	1 9 9	18 0 0	- -	- -	- -	1 3 0	118 4 6	70 7 3	5 9 11
308 16 3	717 4 5	102 10 10	309 17 3	506 10 5	67 17 4	- -	61 17 9	3,035 13 7	308 7 6	165 7 0

COUNTY OF CARNARVON.

104 3 9	25 3 8	19 1 8	84 0 0	2 0 5	5 19 4	- -	4 3 5	582 13 1	89 15 10	24 3 9
109 5 9	58 14 8	25 5 10	30 0 0	- -	- -	- -	491 19 3	1,039 13 10	76 19 7	50 0 6
18 7 0	44 3 4	1 16 4	42 7 0	75 5 0	13 17 5	- -	2 15 9	340 3 7	52 11 7	17 15 5
38 3 5	12 17 3	0 5 4	17 7 0	11 0 0	- -	29 14 8	8 10 3	188 3 7	20 2 11	0 10 0
15 9 4	- - -	- - -	10 17 6	3 11 8	2 9 6	2 0 0	1 13 10	159 12 4	10 17 4	28 6 1
56 16 7	9 3 11	2 17 6	94 1 4	546 11 2	187 4 4	- -	21 2 0	1,156 18 1	38 17 2	101 13 9
342 5 10	150 2 10	49 6 8	278 12 10	638 8 3	209 10 7	31 14 8	530 4 6	3,467 4 6	289 4 5	222 9 6

COUNTY OF DENBIGH.

126 3 6	134 6 4	3 10 4	4 12 8	91 12 8	2 18 1	- -	17 2 9	816 11 8	67 4 1	17 0 0
49 15 4	109 19 6	4 1 9	- - -	- - -	- - -	- -	129 13 2	464 19 2	13 1 7	-
16 11 6	3 1 6	0 10 1	2 15 0	6 1 0	12 10 0	- -	8 6 4	111 7 11	16 5 4	4 12 11
52 6 1	86 19 1	69 19 6	16 1 0	- - -	- - -	- -	10 4 9	373 10 3	10 5 9	-
244 16 5	334 6 5	78 1 8	23 8 8	97 13 8	15 8 1	- -	165 7 0	1,766 9 0	106 16 9	21 12 11

COUNTY OF FLINT.

22 13 4	14 16 5	0 9 2	8 5 0	- -	- -	21 17 10	6 0 6	130 17 11	4 10 10	12 10 2
26 6 9	113 18 5	5 6 0	25 3 6	76 18 8	51 15 9	259 6 9	40 18 8	780 9 0	54 6 11	19 6 3
44 7 0	42 9 7	- - -	19 11 0	29 6 0	- -	386 13 1	26 18 11	663 15 8	74 9 8	2 14 9
11 0 0	31 19 3	1 14 1	15 9 0	23 17 6	- -	51 0 8	8 7 4	252 7 3	34 8 3	7 6 3
104 12 8	75 2 6	60 11 1	58 16 2	55 3 7	- -	- -	28 12 5	656 10 11	94 15 4	19 13 6
42 19 0	41 17 5	8 3 10	20 12 0	64 11 11	0 10 5	90 2 11	22 11 5	508 12 3	70 12 2	5 11 7
24 10 9	63 13 7	5 18 0	- - -	29 7 0	4 2 11	189 14 3	21 2 1	505 7 9	57 16 6	18 8 10
177 6 6	53 12 3	- - -	- - -	- - -	- -	23 7 8	38 16 7	529 15 10	30 4 1	11 1 5
132 17 9	44 4 7	- - -	- - -	- - -	- -	22 11 7	7 13 6	375 3 11	24 15 6	16 1 10
34 13 2	155 5 8	12 9 11	70 0 0	- - -	- -	58 9 8	- - -	467 0 0	- - -	258 1 3
621 6 11	636 19 8	94 12 1	217 16 8	279 4 8	56 9 1	1,103 4 5	201 6 5	4,860 0 6	445 19 3	370 15 10

COUNTY OF MERIONETH. - - - - -

NAMES OF DIVISIONS, &c.	BALANCES, 25th March 1867.		RECEIPTS.						Manual Labour.
	In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.	
Returns.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Ardudwy-is-Artro - 6	25 11 9	0 2 3	34 18 1	- - -	- - -	- - -	- - -	34 18 1	38 13 2
Ardudwy-uwch-Artro*- 2	- - -	4 5 2	37 5 4	- - -	- - -	- - -	- - -	37 5 4	26 1 4
Edernion - - 20	7 10 4	2 19 5	39 14 3	31 17 6	20 17 1	- - -	3 7 6	95 16 4	36 15 5
Estimaner - - - 8	5 2 10	5 3 3	91 15 10	- - -	- - -	- - -	- - -	91 15 10	27 15 5
Penllyn - - - - 17	8 18 4	- - -	47 14 5	11 15 10	24 9 6	- - -	0 6 6	84 6 3	43 4 2
Talybont and Mowddy† -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
53	47 3 3	12 10 1	251 7 11	43 13 4	45 6 7	- - -	3 14 0	344 1 10	172 9 6

* The Statement for this Division is very defective, only 2 returns having been received.
† No Returns can be obtained for the year ending March 1869,—“the parish roads are very much neglected.”

COUNTY OF MONTGOMERY. - - - - -

Cawrse - - - 10	7 2 2	6 4 9	189 9 7	- - -	- - -	- - -	1 14 2	191 3 9	65 12 1
Deythur - - - 17	39 5 9	24 14 0	321 12 5	- - -	- - -	- - -	- - -	321 12 5	151 3 11
Llanfyllin & Pool, Lower 58	103 2 2	43 9 6	551 2 8	13 18 4	7 13 0	1 11 6	4 17 0	579 2 6	347 5 9
Llanidloes, Lower - 17	81 10 11	8 5 7	197 0 4	- - -	- - -	- - -	- - -	197 0 4	98 16 10
Llanidloes, Upper - 22	41 11 10	- - -	174 15 4	87 11 6	97 3 0	- - -	- - -	359 9 10	60 14 9
Machynlleth - - 19	95 6 8	46 18 4	362 3 3	- - -	- - -	- - -	6 5 0	368 8 3	178 16 4
Mathrafel - - - 39	51 13 11	22 15 2	362 13 2	- - -	- - -	- - -	1 5 0	363 18 2	202 17 10
Montgomery, Lower - 18	41 1 10	2 1 11	332 3 3	0 13 7	- - -	- - -	- - -	332 16 10	113 14 9
Montgomery, Upper - 20	94 5 9	1 14 9	243 5 8	- - -	- - -	- - -	- - -	243 5 8	103 15 4
Newtown, Lower - 22	44 18 10	34 8 11	337 0 3	- - -	- - -	- - -	1 7 9	338 8 0	145 1 7
Newtown, Upper - - 18	42 3 10	14 8 1	362 16 11	21 7 6	35 9 7	- - -	0 6 2	420 0 2	139 0 2
Pool, Upper - - - 9	10 6 4	27 0 9	242 9 0	- - -	- - -	- - -	2 2 7	244 11 7	134 8 1
Boroughs - - - - 20	57 16 6	23 4 8	335 2 3	5 10 6	4 9 0	- - -	11 12 1	406 13 10	171 3 3
289	710 6 6	255 0 5	4,061 14 1	129 1 5	144 14 7	1 11 6	29 9 9	4,366 11 4	1,912 9 8

COUNTY OF MERIONETH.

EXPENDITURE.									BALANCES, 25th March 1868.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
6 10 6	- - -	0 11 8	3 14 8	- - -	- - -	- - -	0 6 0	49 16 0	10 11 7	—
3 2 9	- - -	- - -	1 4 0	- - -	- - -	- - -	0 15 3	31 3 4	1 16 10	—
9 3 0	3 0 0	0 0 6	0 14 3	31 17 6	20 17 1	- - -	2 9 6	104 17 3	1 0 9	5 10 9
11 15 9	3 18 3	0 2 3	7 0 0	- - -	- - -	28 0 0	1 19 0	80 10 8	11 10 11	0 6 2
6 18 5	1 18 2	0 8 6	- - -	11 15 10	24 9 6	- - -	1 6 2	90 0 9	4 5 3	1 1 5
—	—	—	—	—	—	—	—	—	—	—
37 10 5	8 16 5	1 2 11	12 12 11	43 13 4	45 6 7	28 0 0	6 15 11	356 8 0	29 5 4	6 18 4

COUNTY OF MONTGOMERY.

58 3 5	7 0 9	0 15 3	3 0 0	- - -	- - -	30 0 0	11 18 2	176 9 8	15 11 6	—
82 5 11	54 3 1	8 0 4	- - -	- - -	- - -	- - -	20 19 10	316 13 1	35 2 2	15 11 1
123 19 6	74 15 3	20 17 4	- - -	13 18 4	7 13 0	- - -	27 7 7	615 16 9	99 17 2	76 17 9
58 16 8	20 15 6	6 5 4	- - -	- - -	- - -	49 0 0	4 17 2	238 11 6	43 5 11	11 11 9
67 11 9	11 13 3	16 6 9	- - -	87 11 6	97 3 0	2 0 0	40 12 5	383 13 5	39 17 2	22 8 11
93 13 5	28 10 3	7 15 8	19 1 0	- - -	- - -	16 19 8	50 4 11	395 1 3	68 5 9	46 10 5
94 11 7	9 19 4	12 4 4	- - -	- - -	- - -	16 0 0	23 9 4	359 2 5	65 14 3	31 19 9
46 4 10	27 15 5	12 9 2	- - -	0 13 7	- - -	80 10 6	5 12 6	287 0 9	94 2 9	9 6 9
39 19 8	22 7 1	1 13 2	- - -	- - -	- - -	105 0 0	4 7 11	277 1 2	66 16 8	8 1 2
60 18 0	23 9 9	8 10 5	- - -	- - -	- - -	77 10 0	18 8 9	333 19 6	48 9 6	33 6 1
32 18 2	27 14 3	11 7 1	- - -	21 7 6	35 9 7	104 10 0	6 14 10	379 1 7	79 9 6	10 15 2
24 7 3	67 13 7	2 17 5	- - -	- - -	- - -	- - -	7 16 3	237 2 7	20 7 2	29 12 7
64 12 11	36 14 7	26 15 1	2 0 0	5 10 6	4 9 0	101 5 6	12 10 2	425 1 0	44 15 9	28 11 1
848 3 1	412 12 1	135 17 4	24 1 0	129 1 5	144 14 7	582 15 8	234 19 10	4,424 14 8	721 15 3	324 12 6

ABSTRACT of the GENERAL STATEMENTS of the RECEIPTS and EXPENDITURE on account of the several PARISHES
25th & 26th Victoria, Cap. 61., and the 27th & 28th Victoria, Cap. 101., for the Year

ENGLAND.

Rateable Value.	NAMES OF COUNTIES.	No. of Dis- tricts.	No. of Re- turns.	Length of High- ways.	BALANCES, 31st December 1867.		RECEIPTS.						Manual Labour, including Contract Work.	Team Labour.
					In Hand.	Overspent.	Rates or Assessments.	From Turnpike Trusts.	Money Borrowed.	Other Receipts.	TOTAL RECEIPTS.			
£				M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
404,130	BEDFORDSHIRE	-	5	138	771 0	1,317 16 5	1,474 0 8	14,175 11 11	376 13 7	- - -	177 4 4	14,729 9 10	4,628 1 0	2,765 11 1
354,386	BERKSHIRE	- -	6	102	467 7	1,114 15 7	427 14 2	11,531 14 10	69 10 4	- - -	197 7 2	11,798 12 4	3,733 5 5	2,267 11 3
-	BUCKINGHAMSHIRE	-	-	-	-	-	-	-	-	-	-	-	-	-
111,840	CAMBRIDGESHIRE	-	1	42	159 3	418 18 11	68 9 5	3,029 3 0	- - -	- - -	- - -	3,029 3 0	659 16 8	598 4 4
1,316,830	CHEESHIRE	- -	12	410	1,970 7	6,084 4 11	2,263 5 1	32,036 19 4	- - -	- - -	274 12 1	32,311 11 5	12,841 18 1	5,344 11 3
875,084	CORNWALL	- -	18	198	3,405 4	2,343 11 3	1,740 1 11	34,838 19 0	53 14 3	- - -	214 2 2	35,106 15 5	16,964 4 11	5,569 14 8
409,780	CUMBERLAND	-	5	170	1,169 6	1,573 9 4	204 7 9	5,701 3 8	10 0 0	- - -	7 1 9	5,718 5 5	3,588 13 8	474 10 9
66,624	DERBYSHIRE	- -	1	16	66 7	333 3 11	231 14 8	1,173 10 8	- - -	- - -	21 5 6	1,194 16 2	461 1 10	167 13 3
1,631,654	DEVONSHIRE	-	25	424	6,159 1	4,446 15 5	2,623 0 11	46,330 7 5	780 18 5	- - -	165 9 11	47,276 15 9	29,266 3 6	3,619 7 9
736,717	DORSETSHIRE	-	9	297	1,890 7	2,309 12 2	1,448 4 10	17,876 15 9	372 5 0	- - -	362 3 3	18,611 4 0	7,109 15 4	4,298 2 2
1,231,860	DURHAM	- -	10	270	1,236 5	2,880 1 5	873 5 8	23,916 14 3	39 10 5	500 0 0	136 14 1	23,592 18 9	10,190 16 5	3,444 17 5
714,863	ESSEX	- -	7	191	1,548 3	1,812 19 6	369 15 5	10,045 11 1	- - -	- - -	77 12 3	10,123 3 4	2,450 12 11	1,668 13 5
1,121,517	GLOUCESTERSHIRE	-	19	306	2,094 1	2,894 3 11	2,786 6 8	34,760 8 7	3,286 15 8	- - -	185 3 4	38,232 7 7	16,399 18 3	5,459 9 4
1,067,096	HAMPSHIRE	- -	23	311	3,130 1	5,083 3 1	955 13 10	18,460 13 2	140 5 0	- - -	293 1 2	18,893 19 4	7,497 11 1	4,347 4 8
682,378	HEREFORDSHIRE	-	9	229	1,348 2	2,051 16 7	965 1 8	18,781 9 4	170 14 2	- - -	182 13 6	19,134 17 0	7,539 2 3	3,993 19 5
611,818	HERTFORDSHIRE	-	7	120	1,019 0	1,778 9 3	217 9 9	4,698 1 9	- - -	- - -	74 8 7	4,772 10 4	2,091 4 8	508 15 7
366,139	HUNTINGDONSHIRE	-	5	100	449 5	2,155 5 11	689 0 2	10,151 10 0	717 11 0	200 0 0	525 14 0	11,594 15 0	3,234 17 9	2,696 9 9
1,875,252	KENT	- - -	17	375	3,672 2	8,205 11 10	3,374 0 7	60,996 9 0	127 6 8	500 0 0	923 7 8	62,547 3 4	21,450 11 0	10,580 11 7
694,894	LANCASHIRE	- -	9	120	1,150 3	2,368 8 7	3,588 10 9	32,757 15 7	127 15 6	7,250 0 0	279 10 4	40,415 1 5	11,038 8 1	5,916 14 6
948,371	LEICESTERSHIRE	-	9	347	1,683 5	3,119 15 7	1,375 13 8	24,822 3 7	- - -	- - -	369 13 0	25,191 16 7	7,722 12 9	4,026 5 6
140,714	LINCOLNSHIRE	-	2	52	304 3	1,068 8 7	21 2 7	7,678 16 7	- - -	- - -	16 11 9	7,696 8 4	3,219 15 7	1,684 17 1
184,521	MIDDLESEX	- -	1	8	100 7	454 12 5	220 15 11	6,254 0 0	- - -	- - -	499 15 11	6,744 15 11	1,014 4 7	1,096 5 2
322,101	MONMOUTH	- -	8	139	915 4	1,085 1 7	942 13 7	9,656 7 8	- - -	220 0 0	69 10 7	9,945 18 3	4,845 13 0	1,457 17 9
-	NORFOLK	-	-	-	-	-	-	-	-	-	-	-	-	-
1,050,710	NORTHAMPTON	-	10	322	1,392 4	2,889 3 10	2,537 8 3	34,012 0 0	2 0 0	- - -	453 17 9	34,467 17 9	11,717 16 10	5,146 14 9
594,305	NORTHUMBERLAND	-	6	322	1,368 5	2,476 4 8	862 9 9	12,983 0 0	- - -	- - -	107 11 6	13,040 11 6	5,828 0 3	1,513 1 2
833,180	NOTTINGHAMSHIRE	-	8	286	1,321 7	3,837 8 8	1,875 0 11	22,246 3 0	589 16 4	- - -	115 9 7	22,961 8 11	9,044 3 5	3,466 11 9
733,228	OXFORDSHIRE	-	9	307	1,306 6	5,179 15 9	902 4 3	21,931 11 0	185 18 8	- - -	443 5 2	22,560 14 10	13,234 15 5	2,409 2 4
-	RUTLANDSHIRE	-	-	-	-	-	-	-	-	-	-	-	-	-
1,040,916	SHROPSHIRE	- -	12	227	2,291 7	3,222 16 7	926 17 0	20,070 7 3	240 15 6	- - -	357 9 10	20,668 12 7	9,459 7 6	3,674 15 5
2,006,698	SOMERSETSHIRE	-	19	486	3,855 6	5,565 14 11	2,526 16 7	46,595 11 4	3,237 4 10	600 0 0	645 9 5	51,078 5 7	22,033 5 4	4,713 4 10
-	STAFFORDSHIRE	-	-	-	-	-	-	-	-	-	-	-	-	-
607,086	SUFFOLK	- -	5	208	1,345 2	1,978 14 3	762 0 2	12,645 12 0	185 2 3	- - -	151 1 5	12,981 15 8	4,420 5 7	1,713 16 5
810,752	SURREY	- - -	11	120	1,409 4	3,836 3 4	3,484 1 4	27,910 4 11	294 18 8	- - -	586 2 11	28,791 6 6	7,980 2 4	4,533 15 11
190,606	SUSSEX	- - -	2	36	366 0	1,183 10 7	425 7 9	7,822 0 0	57 5 4	- - -	10 0 0	7,889 5 4	2,155 12 4	1,746 4 10
226,617	WARWICKSHIRE	-	4	78	448 6	641 0 1	378 5 5	6,401 8 0	- - -	200 0 0	57 2 7	6,658 10 7	2,427 6 9	968 15 12
-	WESTMORLAND	-	-	-	-	-	-	-	-	-	-	-	-	-
1,219,477	WILTSHIRE	- -	13	334	2,349 5	3,460 18 5	3,058 3 7	32,466 4 1	328 5 4	250 0 0	436 0 7	33,480 10 0	11,835 10 10	5,957 17 4
586,243	WORCESTERSHIRE	-	8	150	1,008 0	2,602 7 7	813 7 9	13,852 16 9	7 17 0	200 0 0	87 12 1	14,128 5 10	4,878 11 11	2,709 11 3
1,722,783	YORKSHIRE	- -	20	664	3,845 5	4,161 6 8	3,397 2 3	45,584 18 5	631 16 8	- - -	337 16 6	46,554 11 7	19,008 8 2	6,687 13 12

NORTH WALES.

-	ANGLESEY	-	-	-	-	-	-	-	-	-	-	-	-
-	CARNARVONSHIRE	-	-	-	-	-	-	-	-	-	-	-	-
279,840	DENBIGHSHIRE	5	73	1,070 6	963 13 10	261 6 5	6,929 1 8	- - -	- - -	8 2 0	6,937 3 8	3,660 19 5	904 8 11
-	FLINTSHIRE	-	-	-	-	-	-	-	-	-	-	-	-
-	MERIONETHSHIRE	-	-	-	-	-	-	-	-	-	-	-	-
-	MONTGOMERYSHIRE	-	-	-	-	-	-	-	-	-	-	-	-
27,858,508	TOTAL	340	7,978	58,095 2	96,899 5 4	40,103 0 4	740,075 4 7	12,034 0 7	9,920 0 0	8,621 3 8	770,850 8 10	305,702 14 10	117,255 14 2

£c. in ENGLAND and NORTH WALES, so far as the same are included in the DISTRICTS formed under the Acts ending 31st December 1868, pursuant to the 28th Section of the 25th & 26th Victoria, Cap. 61.

ENGLAND.

EXPENDITURE.										BALANCES, 31st December 1868.		DEBTS.		Average Rate of Interest per Cent.
Materials.	Tradesmen's Bills.	Law Charges.	Improve- ments.	Salaries and Common Charges.	To Turnpike Trusts.	Interest of Debt.	Money Borrowed Repaid.	Other Payments.	TOTAL EXPENDI- TURE.	In Hand.	Overspent.	Money Borrowed.	Unpaid Interest.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
5,167 7 3	1,093 15 6	32 10 0	92 8 8	1,325 1 2	46 10 0	- - -	- - -	157 17 5	15,300 18 1	1,093 19 8	1,821 12 2	-	-	-
3,563 18 5	558 12 7	- - -	88 14 8	826 6 3	550 9 10	- - -	- - -	2 7 10	11,696 15 10	1,205 7 7	406 9 8	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
777 12 0	20 13 2	- - -	- - -	116 10 2	- - -	- - -	- - -	79 15 11	2,252 12 8	1,463 11 6	336 11 8	-	-	-
9,349 13 5	803 4 6	16 5 10	1,903 18 0	3,091 2 2	115 0 0	- - -	- - -	42 2 9	33,507 18 0	5,340 16 8	2,725 3 5	-	-	-
7,054 7 4	585 13 4	23 15 6	436 19 2	2,356 19 2	182 6 0	- - -	- - -	307 3 2	33,930 7 1	3,096 19 9	1,317 2 1	-	-	-
1,206 8 11	275 0 2	- - -	621 4 4	652 7 1	- - -	- - -	- - -	134 6 3	6,362 11 3	964 1 1	829 5 4	-	-	-
168 14 4	14 2 8	- - -	40 17 8	104 18 8	- - -	10 0 0	20 0 0	- - -	1,007 14 7	291 14 2	3 3 4	180 0 0	-	5
5,682 14 5	2,063 3 3	229 5 11	1,219 2 4	3,997 11 4	1,011 15 2	14 10 9	9 10 5	463 6 1	47,536 10 11	4,112 16 4	2,550 17 0	281 8 5	-	5
2,962 2 5	891 4 2	139 12 2	384 11 8	2,062 8 9	531 16 3	- - -	- - -	60 15 8	18,560 9 7	2,331 6 6	1,419 4 9	-	-	-
5,375 3 1	312 10 7	256 2 7	1,798 15 0	2,199 8 9	16 0 0	19 13 8	12 0 0	96 12 10	23,712 6 4	2,666 6 9	778 12 7	704 0 0	-	5
3,116 8 10	491 15 8	40 1 5	456 6 9	1,222 17 3	- - -	- - -	- - -	13 19 8	9,480 6 11	2,897 9 3	811 8 9	-	-	-
7,800 15 3	1,104 18 1	19 3 7	387 16 4	3,120 5 4	537 9 5	10 11 7	- - -	61 10 11	34,951 17 9	5,750 2 3	2,361 15 2	-	-	-
2,496 1 3	1,147 2 1	1 1 0	- - -	3,161 8 11	140 9 0	2 17 1	- - -	126 5 10	18,920 0 11	5,294 3 9	1,192 16 1	-	-	-
3,856 10 10	438 4 3	651 12 10	112 5 0	1,976 16 5	369 15 0	- - -	- - -	163 8 0	18,791 9 4	2,467 7 9	1,057 5 2	-	-	-
930 16 7	323 14 7	- - -	- - -	592 11 3	- - -	- - -	- - -	13 1 8	4,459 7 4	2,540 3 4	666 0 10	-	-	-
5,772 12 8	699 0 9	46 6 10	1,002 19 5	874 3 0	129 19 0	37 17 11	40 16 6	110 1 4	12,047 4 11	1,796 15 5	779 19 7	869 3 6	-	5½
17,072 9 3	2,015 16 9	227 10 11	735 13 11	5,112 15 8	611 14 3	45 16 4	545 0 0	311 3 4	58,509 3 0	10,785 3 2	1,915 11 7	785 0 0	-	5
11,781 6 7	874 1 11	100 0 5	3,730 1 10	2,092 18 1	96 17 1	155 1 3	50 4 0	256 7 11	36,091 15 8	6,079 3 7	2,976 0 0	3,200 0 0	-	4½
9,883 15 8	1,150 16 1	4 4 0	662 16 8	2,219 6 2	- - -	- - -	- - -	328 13 11	25,996 10 9	2,162 1 9	1,324 14 0	-	-	-
2,788 19 8	279 13 10	- - -	37 7 6	358 0 2	- - -	- - -	- - -	20 15 8	7,739 9 6	1,575 18 4	572 13 6	-	-	-
1,990 7 4	1,194 6 11	- - -	870 10 11	298 0 0	- - -	27 0 0	180 0 0	40 12 9	6,722 1 7	421 19 1	165 8 3	300 0 0	-	5
952 8 10	298 11 9	16 2 0	584 9 6	1,113 18 7	486 16 5	30 10 0	42 10 0	131 3 10	9,960 1 8	1,132 8 9	1,004 4 2	727 10 9	-	5
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9,787 8 0	1,902 18 5	8 15 6	548 12 2	2,606 6 8	835 1 6	44 4 2	130 0 0	93 3 5	32,321 1 5	3,726 19 8	1,738 7 9	674 0 0	-	5
3,190 15 7	114 13 3	- - -	689 15 7	1,164 11 2	1,196 12 10	- - -	- - -	7 13 5	14,009 3 3	1,750 17 5	1,095 13 6	-	-	-
5,713 15 11	1,164 6 9	116 5 10	324 10 6	1,537 3 7	492 1 9	- - -	- - -	310 13 10	22,169 13 4	4,355 1 6	1,610 18 2	-	-	-
3,233 2 10	598 7 9	- - -	111 10 0	2,174 3 2	500 18 6	- - -	- - -	57 15 9	22,300 15 9	4,944 10 1	406 19 6	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3,454 10 7	613 2 6	4 9 6	607 6 10	2,395 0 11	923 11 10	31 0 0	82 17 0	203 6 9	21,439 9 1	2,708 12 2	1,183 9 1	537 3 0	-	5
11,858 16 11	1,448 15 3	167 11 8	2,463 4 4	4,654 10 0	952 2 4	33 17 11	79 3 4	373 15 10	48,796 3 9	7,087 13 3	1,766 13 1	1,175 0 0	8 11 4	4½
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3,844 14 4	754 4 6	81 2 10	492 15 2	1,507 2 0	- - -	40 0 4	87 6 0	50 19 8	13,001 1 1	2,157 0 1	969 11 5	910 10 0	6 11 11	5
3,559 16 7	1,184 11 3	128 17 4	1,896 7 1	2,914 3 9	97 9 3	106 16 1	60 0 0	509 18 10	27,961 18 5	2,382 8 6	1,760 18 5	2,140 0 0	11 11 7	5
2,237 5 1	340 19 3	- - -	457 3 6	658 7 10	415 0 1	23 4 3	- - -	13 7 7	8,056 4 9	780 11 8	198 8 3	950 0 0	23 4 3	5
1,194 5 9	474 17 7	19 1 4	143 6 4	668 9 2	455 13 7	10 0 0	10 0 0	26 11 0	6,418 10 4	864 15 6	352 0 7	190 0 0	-	5
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8,223 12 3	1,192 1 4	32 16 0	348 19 9	3,096 17 2	946 8 2	73 1 0	178 0 0	764 2 7	32,683 6 5	3,612 13 10	2,412 15 5	1,571 0 0	27 0 0	5
3,233 7 9	352 15 3	20 15 9	979 7 1	1,667 17 6	188 17 8	51 8 0	115 0 0	52 3 5	14,239 15 7	2,153 9 2	475 19 1	965 0 0	18 18 0	5½
12,730 11 3	1,201 10 1	55 9 6	1,909 1 11	3,635 7 7	639 0 5	4 10 0	10 0 0	395 6 1	46,176 18 10	6,632 2 6	5,490 5 4	80 0 0	-	5

NORTH WALES.

-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
499 7 9	82 2 10	0 16 0	176 4 6	882 14 1	269 2 0	- - -	- - -	72 18 5	6,558 13 11	1,250 15 5	189 18 3	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
185,511 19 11	25,049 2 7	2,498 16 3	26,178 13 1	66,610 6 11	12,729 17 4	781 0 4	1,651 17 3	5,842 4 4	754,753 3 7	110,383 7 2	46,467 16 11	21,309 14 11	5 17 1	-

ENGLAND.

COUNTY OF BEDFORD.

Rateable Value.	NAME OF DISTRICT.	Length of Highways	BALANCES, 31st December 1867.		RECEIPTS.					Manual Labour, including Contract Work.	Tax Labour.
			In Hand.	Overspent.	Rates or Assessments.	From Turnpike Trusts.	Money Borrowed.	Other Receipts.	TOTAL RECEIPTS.		
£	Returns.	M. P.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
103,372	Bedford - - 23	142 3	103 18 0	448 18 5	2,021 15 0	70 15 0	- - -	15 14 3	2,111 4 3	541 14 3	511 1 2
124,018	Biggleswade - - 34	140 1	256 16 9	225 0 5	2,023 0 0	268 0 2	- - -	72 18 10	2,363 19 0	736 14 9	444 7 4
71,890	Bletsoe - - 26	108 2	170 8 4	307 5 5	2,350 16 11	- - -	- - -	11 1 4	2,370 18 3	778 10 0	317 10 1
80,736	Luton - - 20	171 6	446 14 8	180 15 2	4,176 0 0	26 0 3	- - -	37 9 3	4,239 9 6	1,314 15 3	574 11 1
114,114	Woburn - - 35	208 4	339 18 8	312 1 3	3,587 0 0	11 18 2	- - -	40 0 8	3,638 18 10	1,256 6 9	916 1 1
494,130		138	771 0	1,517 16 5	14,175 11 11	376 13 7	- - -	177 4 4	14,729 9 10	4,628 1 0	2,367 11 1

COUNTY OF BERKS.

80,072	Abingdon - - 31	88 7	211 4 10	143 4 8	2,220 4 0	- - -	- - -	90 16 9	2,311 0 9	1,207 9 7	357 1 4
25,460	Easthampstead - 4	74 5	101 7 9	- - -	737 0 0	- - -	- - -	16 15 6	753 15 6	253 11 3	267 12 1
103,084	Faringdon - - 25	114 2	93 8 11	62 10 7	4,439 0 0	69 10 4	- - -	41 2 3	4,549 12 7	969 7 11	329 11 1
31,854	Isley - - 10	70 4	30 4 6	16 18 1	840 0 0	- - -	- - -	17 4 6	857 4 6	427 8 6	125 10 1
46,789	Moreton - - 14	54 2	403 9 0	98 9 10	1,088 10 10	- - -	- - -	6 11 4	1,095 2 2	413 18 9	301 10 1
67,147	Wantage - - 18	65 3	185 6 7	101 11 0	2,207 0 0	- - -	- - -	24 16 10	2,231 16 10	461 9 5	635 1 1
354,356		102	467 7	1,114 15 7	11,531 14 10	69 10 4	- - -	197 7 2	11,798 12 4	3,733 5 5	2,367 11 1

COUNTY OF CAMBRIDGE.

111,840	Arrington and Oxtoun - }	42	159 3	418 18 11	68 9 5	3,029 3 0	- - -	- - -	3,029 3 0	650 16 8	308 4 1
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COUNTY OF CHESTER.

82,905	Audlem - - 17	130 6	342 3 2	182 13 5	1,259 10 0	- - -	- - -	- - -	1,259 10 0	406 13 11	138 12 1
65,800	Broxton, East - - 47	130 2	316 7 5	159 8 6	1,027 18 0	- - -	- - -	- - -	1,027 18 0	617 5 7	154 1 1
66,934	Broxton, West - - 33	79 3	322 13 3	15 7 1	1,167 0 0	- - -	- - -	- - -	1,167 0 0	474 10 8	234 1 1
161,994	Bucklow, East - - 34	249 0	916 17 8	194 2 3	5,612 0 0	- - -	- - -	37 12 10	5,649 12 10	2,188 18 7	726 1 1
106,417	Daresbury - - 33	140 3	521 13 5	123 3 7	3,427 16 3	- - -	- - -	- - -	3,427 16 3	593 13 11	314 1 7
59,603	Eddisbury, East - 21	103 2	277 13 11	10 4 1	922 0 0	- - -	- - -	- - -	922 0 0	544 3 8	236 12 1
100,806	Eddisbury, West - 34	157 4	333 10 0	87 2 10	2,545 0 0	- - -	- - -	- - -	2,545 0 0	1,130 7 6	390 11 1
62,470	Nantwich - - 10	129 4	180 14 4	25 15 2	1,232 18 1	- - -	- - -	10 0 0	1,232 18 1	450 14 0	191 10 1
180,708	Northwich - - 60	259 3	262 4 10	737 9 4	4,937 5 0	- - -	- - -	144 8 3	5,061 13 3	2,052 4 9	766 7 1
172,502	Prestbury - - 42	300 1	1,165 1 1	127 12 9	3,861 0 0	- - -	- - -	9 15 9	3,860 15 9	1,720 13 10	1,265 12 1
148,147	Stockport and Hyde 21	132 4	251 18 8	228 7 11	3,600 0 0	- - -	- - -	63 15 3	3,753 15 3	1,379 16 11	566 12 1
108,476	Wirral - - 58	158 7	1,173 7 2	371 18 2	2,314 12 0	- - -	- - -	9 0 0	2,323 12 0	1,187 12 9	419 12 1
1,316,830		410	1,970 7	6,064 4 11	2,203 5 1	32,036 19 4	- - -	274 12 1	32,311 11 5	12,841 18 1	5,244 12 1

COUNTY OF CORNWALL.

64,563	Callington - - 11	307 0	143 7 3	64 7 2	2,921 0 0	- - -	- - -	24 3 7	2,945 3 7	1,732 17 7	589 1 1
57,045	Camborne - - 8	150 2	48 11 5	666 6 6	2,794 15 0	- - -	- - -	53 5 1	2,853 0 1	1,727 1 9	168 4 1
40,757	Camelford - - 16	*208 0	104 9 3	46 7 11	1,354 0 0	- - -	- - -	0 8 0	1,354 8 0	793 0 11	166 14 1
59,650	Falmouth - - 9	157 2	199 6 0	21 14 2	1,805 0 0	- - -	- - -	2 10 3	1,807 10 3	703 7 11	256 4 1
29,491	Helston, North - 4	160 0	130 16 3	- - -	1,339 5 0	- - -	- - -	22 17 0	1,362 2 0	705 2 11	289 12 1
33,395	Helston, South - 12	158 0	24 0 10	126 6 0	1,134 10 0	- - -	- - -	1 16 0	1,136 6 0	194 1 5	65 3 1
46,046	Launceston - - 15	183 4	91 14 9	45 1 2	1,732 14 7	- - -	- - -	0 12 0	1,733 6 7	450 6 6	460 3 1
46,439	Liskeard - - 11	228 7	230 6 0	47 9 8	2,589 0 0	- - -	- - -	14 10 0	2,603 10 0	2,186 18 4	84 12 1
38,256	Pensance - - 9	85 2	33 0 9	82 2 3	929 9 6	- - -	- - -	- - -	929 9 6	506 3 0	127 2 1
46,427	Powder, West - 9	181 6	94 5 6	65 5 10	1,845 10 0	- - -	- - -	1 3 4	1,846 13 4	864 6 0	217 12 1

* Estimated.

ENGLAND.

COUNTY OF BEDFORD.

EXPENDITURE.										BALANCES, 31st December 1868.		DEBTS.		Rate of Inter- est per Cent.
Materials.	Trades- men's Bills.	Law Charges.	Improve- ments.	Salaries and Common Charges.	To Turnpike Trusts.	Interest of Debt.	Money Borrowed Repaid.	Other Payments.	TOTAL EXPEN- TURE.	In Hand.	Overspent.	Money Borrowed.	Unpaid Interest.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
628 4 0	108 17 10	0 10 0	75 18 8	269 2 11	- - -	- - -	- - -	0 2 0	2,135 14 10	129 5 9	498 16 9	-	-	-
509 7 5	153 6 4	- - -	- - -	258 0 2	- - -	- - -	- - -	63 13 4	2,165 19 10	497 1 2	282 5 8	-	-	-
764 4 8	48 6 10	- - -	16 10 0	214 10 0	46 10 0	- - -	- - -	- - -	2,186 10 7	154 15 1	107 4 6	-	-	-
1,861 2 3	589 16 9	32 0 0	- - -	293 8 0	- - -	- - -	- - -	6 18 1	4,674 16 3	217 10 11	386 18 2	-	-	-
1,404 8 11	183 7 0	- - -	- - -	290 0 1	- - -	- - -	- - -	87 4 0	4,137 16 7	95 6 9	566 7 1	-	-	-
5,167 7 3	1,083 15 6	32 10 0	92 3 8	1,325 1 2	46 10 0	- - -	- - -	157 17 5	15,800 18 1	1,093 19 8	1,821 12 2	-	-	-

COUNTY OF BERKS.

453 19 2	68 2 2	- - -	- - -	202 10 11	31 16 2	- - -	- - -	0 6 0	2,361 6 4	234 14 2	271 19 7	-	-	-
119 10 7	83 19 10	- - -	- - -	106 1 8	- - -	- - -	- - -	- - -	770 15 5	84 7 10	-	-	-	-
2,122 8 2	248 0 10	- - -	82 14 8	229 17 5	354 7 4	- - -	- - -	0 11 0	4,536 18 9	135 8 5	91 16 3	-	-	-
160 9 6	29 19 11	- - -	- - -	74 4 2	- - -	- - -	- - -	1 10 10	819 3 0	81 16 1	30 8 2	-	-	-
91 7 0	25 18 5	- - -	- - -	50 7 3	- - -	- - -	- - -	- - -	1,083 10 8	411 3 9	4 13 1	-	-	-
618 4 0	102 11 5	- - -	- - -	163 4 10	164 6 4	- - -	- - -	- - -	2,115 1 8	207 17 4	7 12 7	-	-	-
3,563 18 5	558 12 7	- - -	82 14 8	828 6 3	530 9 10	- - -	- - -	2 7 10	11,686 15 10	1,203 7 7	406 9 8	-	-	-

COUNTY OF CAMBRIDGE.

777 12 0	20 13 2	- - -	- - -	116 10 2	- - -	- - -	- - -	79 15 11	2,252 12 8	1,463 11 6	336 11 8	-	-	-
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COUNTY OF CHESTER.

511 7 11	64 19 9	- - -	40 0 0	157 5 3	- - -	- - -	- - -	0 5 0	1,384 9 9	156 11 10	122 1 10	-	-	-
223 0 11	53 17 3	- - -	- - -	184 8 7	- - -	- - -	- - -	1 6 6	1,230 4 3	157 12 1	202 19 5	-	-	-
473 19 0	- - -	- - -	- - -	209 2 6	- - -	- - -	- - -	- - -	1,391 15 2	180 8 6	97 17 6	-	-	-
1,824 17 2	230 3 2	- - -	- - -	333 6 2	- - -	- - -	- - -	12 0 0	5,291 11 1	1,366 16 2	285 19 0	-	-	-
1,003 1 8	24 10 0	- - -	1,648 18 0	268 19 11	15 0 0	- - -	- - -	1 13 5	3,005 6 6	278 7 11	357 8 4	-	-	-
231 2 7	24 10 9	- - -	- - -	171 14 0	- - -	- - -	- - -	9 14 0	1,318 0 6	81 17 0	110 7 8	-	-	-
913 2 5	- - -	- - -	- - -	262 10 4	- - -	- - -	- - -	- - -	2,696 11 8	275 17 9	161 2 3	-	-	-
346 6 7	32 14 9	- - -	- - -	193 4 7	- - -	- - -	- - -	- - -	1,216 14 4	232 8 6	1 5 7	-	-	-
1,410 7 9	182 9 11	- - -	- - -	871 10 9	- - -	- - -	- - -	8 0 0	4,793 0 3	428 0 10	614 12 4	-	-	-
555 10 2	97 12 11	- - -	- - -	303 11 8	- - -	- - -	- - -	6 19 0	3,890 5 10	1,115 14 7	107 16 4	-	-	-
1,091 6 6	61 7 2	6 19 4	215 0 0	324 5 7	100 0 0	- - -	- - -	2 4 10	3,747 11 9	279 6 1	249 11 10	-	-	-
765 10 9	30 18 10	9 6 6	- - -	329 2 11	- - -	- - -	- - -	- - -	2,742 6 11	796 15 5	414 1 4	-	-	-
9,340 13 5	803 4 6	16 5 10	1,903 18 0	3,091 2 2	115 0 0	- - -	- - -	42 2 9	33,507 18 0	5,340 16 8	2,725 3 5	-	-	-

COUNTY OF CORNWALL.

191 0 3	14 17 4	- - -	78 0 0	177 4 7	- - -	- - -	- - -	46 2 10	2,834 12 4	189 11 4	-	-	-	-
271 14 9	12 19 6	- - -	- - -	192 10 4	- - -	- - -	- - -	66 11 2	3,453 17 9	129 17 8	346 10 5	-	-	-
311 4 7	20 4 7	- - -	- - -	127 15 4	- - -	- - -	- - -	17 10 8	1,372 10 8	78 0 6	38 1 10	-	-	-
529 2 11	14 4 3	- - -	- - -	197 14 3	- - -	- - -	- - -	17 15 0	1,718 10 10	363 9 0	36 17 9	-	-	-
56 0 7	13 7 4	- - -	97 14 7	119 11 4	- - -	- - -	- - -	- - -	1,265 14 8	227 3 7	-	-	-	-
625 13 8	32 11 11	- - -	- - -	114 16 3	- - -	- - -	- - -	- - -	1,032 6 3	67 9 0	35 14 5	-	-	-
790 11 4	26 7 10	- - -	- - -	133 15 4	- - -	- - -	- - -	35 14 11	1,809 1 8	78 7 2	107 8 8	-	-	-
340 3 8	25 3 11	- - -	- - -	157 17 2	- - -	- - -	- - -	26 6 6	2,757 3 6	273 18 10	244 16 0	-	-	-
84 13 7	22 8 4	- - -	- - -	141 4 0	- - -	- - -	- - -	20 1 8	903 18 5	33 7 4	56 17 9	-	-	-
450 4 10	43 16 2	- - -	- - -	185 10 7	- - -	- - -	- - -	- - -	1,761 11 6	150 6 9	36 5 3	-	-	-

COUNTY OF CORNWALL—continued.

Rateable Value.	NAME OF DISTRICT.	Length of Highways	BALANCES, 31st December 1887.		RECEIPTS.						Manual Labour, including Contract Work.	Team Labor
			In Hand.	Overspent.	Rates or Assessments.	From Turnpike Trusts.	Money Borrowed.	Other Receipts.	TOTAL RECEIPTS.			
£	Returns.	M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
64,997	St. Austell - - 8	183 0	414 9 8	147 4 2	3,740 0 0	- - -	- - -	30 10 6	3,770 10 6	881 10 0	790 13 8	
55,997	St. Columb - - 17	314 3	140 4 0	143 8 8	3,130 0 0	- - -	- - -	- - -	3,130 0 0	1,465 3 1	719 1 7	
61,979	St. Germans - - 11	189 4	198 0 9	88 17 0	2,003 0 0	30 0 0	- - -	41 1 0	2,074 1 0	543 5 7	366 13 9	
32,787	Stratton - - 11	171 3	64 18 3	95 7 6	1,971 8 4	- - -	- - -	3 1 4	1,974 9 8	1,111 11 11	428 4 5	
33,588	Trecan Gate - - 10	202 0	84 0 10	18 16 3	1,227 0 0	- - -	- - -	- - -	1,227 0 0	787 16 2	224 5 9	
43,663	Tregony - - 16	120 6	126 3 0	4 6 4	1,035 16 7	23 14 3	- - -	5 12 10	1,065 3 8	520 12 0	214 19 1	
55,858	Trigg - - 13	261 0	140 0 2	44 12 9	2,041 0 0	- - -	- - -	- - -	2,041 0 0	1,155 8 1	337 1 9	
33,791	Tywardreath - - 8	140 5	27 16 7	32 8 7	1,185 10 0	- - -	- - -	7 11 3	1,193 1 3	664 11 9	216 14 4	
875,084		198	3,405 4	2,243 11 3	1,740 1 11	84,838 19 0	53 14 3	- - -	314 2 2	35,106 15 5	16,964 4 11	5,500 12 5

COUNTY OF CUMBERLAND.

12,730	Alston - - 2	40 0	5 18 1	2 5 0	261 17 4	- - -	- - -	- - -	261 17 4	165 12 7	16 12 5		
67,716	Brampton - - 26	163 6	406 1 10	22 8 2	1,134 11 11	- - -	- - -	- - -	1,134 11 11	1,103 17 11	146 10 8		
134,878	Leath Ward - - 66	441 7	241 17 9	69 0 10	2,397 19 8	10 0 0	- - -	- - -	2,407 19 8	1,318 18 4	240 14 1		
63,118	Longtown - - 24	208 4	309 13 1	2 4 5	732 5 2	- - -	- - -	7 1 9	739 6 11	402 4 4	6 15 8		
181,348	Wigton - - 53	315 5	429 18 7	108 9 4	1,184 9 7	- - -	- - -	- - -	1,184 9 7	599 0 6	60 16 7		
409,780		170	1,189 6	1,573 9 4	204 7 9	5,701 3 8	10 0 0	7 1 9	5,718 5 5	3,583 13 8	474 10 1		

COUNTY OF DERBY.

66,624	Swadlincote - 16	68 7	333 3 11	231 14 8	1,173 10 8	- - -	- - -	21 5 6	1,194 16 2	481 1 10	167 13 5		
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COUNTY OF DEVON.

43,591	Ashburton - - 10	239 0	11 11 10	160 9 10	1,648 10 0	- - -	- - -	13 0 0	1,661 10 0	811 1 11	151 5 1		
68,086	Axminster - - 13	200 1	50 2 1	76 11 3	1,426 8 3	- - -	- - -	0 2 9	1,426 11 0	971 1 1	- - -		
66,907	Barnstaple - - 15	278 3	396 13 8	- - -	2,164 0 0	220 7 6	- - -	- - -	2,384 7 6	1,173 17 10	619 3 8		
35,535	Bideford - - 15	232 4	196 4 0	12 3 4	1,366 16 0	17 0 0	- - -	3 12 7	1,387 8 7	395 15 0	235 6 1		
58,296	Chulmleigh - - 20	265 6	412 6 5	80 18 8	2,290 15 0	93 0 7	- - -	- - -	2,392 15 7	633 7 8	- - -		
81,565	Credon - - 20	230 0	189 14 10	11 17 5	2,176 9 5	25 9 6	- - -	27 12 0	2,229 10 11	1,890 15 5	- - -		
51,367	Crookernwell - 14	276 5	545 0 7	- - -	1,690 0 0	- - -	- - -	- - -	1,690 0 0	1,553 6 0	- - -		
95,007	Cullompton - - 16	327 0	390 10 5	62 6 3	1,362 10 0	87 18 3	- - -	3 16 4	1,454 4 7	768 0 9	236 10 1		
110,477	Ermington and Plympton - 18	303 0	348 15 11	173 10 7	2,660 0 0	- - -	- - -	- - -	2,660 0 0	1,942 10 10	26 4 5		
60,130	Great Torrington - 19	236 4	135 19 8	271 17 7	1,633 0 0	19 10 0	- - -	1 19 0	1,704 9 0	1,326 10 1	118 9 4		
37,514	Hatherleigh - - 17	208 4	62 5 2	53 6 7	2,144 0 0	- - -	- - -	5 9 6	2,149 9 6	1,009 3 7	- - -		
35,250	Holsworthy - - 21	272 2	231 15 5	28 3 10	2,366 0 0	- - -	- - -	0 14 0	2,366 14 0	1,070 11 10	419 13 9		
55,350	Honiton - - 19	227 6	309 9 5	94 19 4	1,155 0 0	- - -	- - -	- - -	1,155 0 0	902 10 0	- - -		
56,682	Ilfracombe - - 20	226 2	122 0 8	85 2 3	1,540 0 0	119 2 6	- - -	- - -	1,659 2 6	1,272 0 5	84 13 1		
81,300	Kingsbridge - - 21	283 3	86 11 3	295 17 9	2,725 10 8	- - -	- - -	41 19 10	2,767 10 6	1,444 5 9	17 2 5		
46,735	Lifton - - 18	254 0	73 4 1	121 9 3	2,074 14 0	- - -	- - -	1 6 6	2,076 0 6	531 1 2	27 1 1		
50,787	Midland Roberough - 11	176 0	117 15 8	60 15 1	1,466 0 0	- - -	- - -	16 2 11	1,502 2 11	782 1 10	309 5 9		
89,673	Newton Abbot - 22	315 1	232 1 0	303 12 1	2,035 17 8	- - -	- - -	4 3 0	2,040 0 8	453 16 11	215 16 5		
31,733	Ottery - - 9	97 6	76 8 3	9 2 9	652 0 0	- - -	- - -	- - -	652 0 0	514 6 0	- - -		
64,234	Southmolton - - 20	298 7	50 3 5	230 10 3	2,073 7 3	30 11 10	- - -	- - -	2,103 19 1	1,335 9 11	465 3 5		
79,001	Tavistock - - 11	314 0	12 19 11	63 2 7	2,739 0 0	- - -	- - -	46 2 6	2,784 2 6	1,497 11 5	410 1 3		
65,635	Tiverton - - 19	273 4	368 19 7	9 11 5	1,713 11 9	167 18 3	- - -	- - -	1,881 10 0	1,387 16 9	201 13 4		
65,283	Totnes - - 13	230 2	77 18 8	0 2 3	1,518 0 0	- - -	- - -	0 9 0	1,518 9 0	1,181 11 8	1 9 9		
143,315	Wonford - - 30	254 1	24 6 1	396 15 8	2,635 11 8	- - -	- - -	- - -	2,635 11 8	2,280 9 8	- - -		
54,916	Woodbury - - 13	164 4	303 17 5	25 14 6	976 5 9	- - -	- - -	- - -	976 5 9	832 0 0	- - -		
1,631,664		424	4,159 1	4,446 15 5	2,635 0 11	46,330 7 5	790 18 5	165 9 11	47,276 15 9	29,206 3 6	3,419 7 9		

* Debt and interest payable by 26 annual instalments of 24*l.* 1*s.* 2*d.*—two of which have been paid.

- - - COUNTY OF CORNWALL—continued.

EXPENDITURE.										BALANCES, 31st December 1868.		DEBTS.		Rate of Inter- est per Cent.
Materials.	Trades- men's Bills.	Law Charges.	Improve- ments.	Salaries and Common Charges.	To Turnpike Trusts.	Interest of Debt.	Money Borrowed Repaid.	Other Payments.	TOTAL EXPENDI- TURE.	In Hand.	Overspent.	Money Borrowed.	Unpaid Interest.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
324 19 10	22 14 11	22 15 6	12 0 0	184 1 8	128 6 0	- - -	- - -	0 13 6	3,362 14 5	675 10 8	0 9 1	—	—	-
578 7 1	56 15 4	- - -	- - -	206 0 5	- - -	- - -	- - -	16 10 9	3,032 18 3	200 11 2	97 14 1	—	—	-
695 1 10	147 8 4	- - -	167 16 6	175 3 5	- - -	- - -	- - -	1 17 1	2,061 5 6	142 14 5	50 15 2	—	—	-
80 9 3	17 9 3	- - -	96 8 1	124 7 0	- - -	- - -	- - -	9 10 3	1,864 0 5	137 17 10	57 17 10	—	—	-
143 0 0	35 1 1	- - -	- - -	121 12 0	- - -	- - -	- - -	- - -	1,312 7 3	57 1 6	77 4 2	—	—	-
182 14 5	21 7 7	- - -	- - -	172 1 6	- - -	- - -	- - -	8 4 10	1,120 0 3	71 15 10	4 15 9	—	—	-
321 5 9	42 18 2	- - -	- - -	169 18 4	- - -	- - -	- - -	- - -	2,046 12 2	188 14 10	89 19 7	—	—	-
107 14 0	16 17 6	- - -	- - -	155 15 8	9 0 0	- - -	- - -	20 4 0	1,191 1 3	31 2 4	33 14 4	—	—	-
5,054 7 4	585 13 4	22 15 6	436 19 2	2,556 19 2	132 6 0	- - -	- - -	307 3 2	33,930 7 1	3,096 19 9	1,317 2 1	—	—	-

- - - COUNTY OF CUMBERLAND.

3 14 4	2 17 1	- - -	- - -	43 19 8	- - -	- - -	- - -	- - -	232 18 11	22 11 6	—	—	—	-
375 16 0	81 4 3	- - -	- - -	94 4 11	- - -	- - -	- - -	- - -	1,796 13 1	61 18 7	249 6 1	—	—	-
173 8 3	65 7 9	- - -	- - -	248 16 5	- - -	- - -	- - -	101 10 2	2,157 14 11	512 8 7	89 6 11	—	—	-
407 8 4	50 6 3	- - -	- - -	81 17 7	- - -	- - -	- - -	32 16 1	981 7 7	201 7 1	45 19 1	—	—	-
246 2 0	75 4 10	- - -	621 4 4	183 8 6	- - -	- - -	- - -	- - -	1,784 16 9	165 15 4	444 13 3	—	—	-
5,206 8 11	275 0 2	- - -	621 4 4	652 7 1	- - -	- - -	- - -	134 6 3	6,962 11 3	964 1 1	829 5 4	—	—	-

- - - COUNTY OF DERBY.

168 14 4	14 2 8	- - -	40 17 8	104 18 8	- - -	10 0 0	20 0 0	- - -	1,007 14 7	291 14 2	3 3 4	180 0 0	—	5
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- - - COUNTY OF DEVON.

246 9 1	22 17 9	- - -	- - -	162 3 11	- - -	- - -	- - -	2 8 3	1,396 6 0	130 16 7	14 10 7	—	—	-
- - -	230 5 11	- - -	- - -	141 16 11	- - -	- - -	- - -	1 4 6	1,344 8 5	96 7 3	42 13 10	—	—	-
64 5 11	48 2 4	- - -	- - -	167 5 6	15 0 11	- - -	- - -	- - -	2,067 16 0	693 5 2	—	—	—	-
491 4 6	55 3 11	- - -	- - -	144 4 7	24 3 6	- - -	- - -	0 10 6	1,346 8 3	168 18 7	13 17 7	—	—	-
1,045 16 0	158 11 9	- - -	388 3 1	153 7 9	185 4 5	14 10 9	9 10 5	- - -	2,563 11 10	306 4 8	165 13 2	*281 8 5	—	*5
- - -	- - -	- - -	196 12 10	139 10 8	21 11 8	- - -	- - -	- - -	2,248 10 7	160 1 3	1 3 6	—	—	-
- - -	85 5 9	- - -	149 18 6	148 5 2	- - -	- - -	- - -	0 10 6	1,892 5 11	380 12 7	28 17 11	—	—	-
253 14 6	185 11 10	- - -	- - -	184 10 11	- - -	- - -	- - -	23 16 10	1,602 5 1	231 11 5	51 7 9	—	—	-
143 17 6	76 5 8	- - -	- - -	234 11 4	41 4 8	- - -	- - -	45 2 0	2,509 16 6	247 5 1	20 16 3	—	—	-
3 13 6	80 11 8	- - -	- - -	157 16 5	220 4 9	- - -	- - -	32 5 3	1,939 11 0	40 2 6	411 2 5	—	—	-
202 6 9	205 15 0	- - -	56 0 6	135 5 3	14 8 1	- - -	- - -	- - -	2,222 10 2	51 9 0	126 0 1	—	—	-
144 7 7	70 4 4	- - -	- - -	123 10 5	- - -	- - -	- - -	56 16 4	2,520 9 3	133 19 5	84 3 1	—	—	-
- - -	60 15 0	3 3 0	- - -	163 7 9	- - -	- - -	- - -	- - -	1,129 15 9	175 11 6	35 17 2	—	—	-
21 9 5	48 17 2	- - -	- - -	148 19 3	- - -	- - -	- - -	4 10 6	1,680 9 10	116 4 6	89 13 10	—	—	-
345 11 1	66 13 4	193 0 6	2 0 0	134 11 4	249 7 0	- - -	- - -	5 7 0	2,457 18 3	196 18 0	95 12 3	—	—	-
1,210 0 9	52 7 7	- - -	110 14 4	175 2 0	- - -	- - -	- - -	33 14 0	2,140 0 11	117 12 11	229 18 6	—	—	-
51 12 4	91 18 0	- - -	- - -	171 10 6	- - -	- - -	- - -	93 10 8	1,559 18 4	41 2 10	41 17 8	—	—	-
758 10 4	96 18 5	27 10 4	39 14 6	178 7 5	60 18 2	- - -	- - -	- - -	1,831 12 9	216 12 1	73 15 3	—	—	-
1 10 3	58 12 11	- - -	- - -	82 13 7	- - -	- - -	- - -	2 17 4	690 0 1	59 5 5	—	—	—	-
37 17 5	117 7 4	- - -	- - -	155 3 4	75 8 5	- - -	- - -	- - -	2,206 9 8	35 14 4	318 11 9	—	—	-
366 4 3	53 5 6	2 4 11	67 0 0	265 7 6	- - -	- - -	- - -	- - -	2,661 15 0	139 13 6	67 8 8	—	—	-
210 1 0	45 19 4	- - -	- - -	152 7 1	- - -	- - -	- - -	7 0 0	2,005 2 6	249 3 10	13 8 2	—	—	-
84 2 3	34 3 10	3 7 2	49 19 6	147 14 0	25 10 2	- - -	- - -	0 5 8	1,528 3 3	76 5 11	8 3 9	—	—	-
- - -	62 2 11	- - -	163 19 1	206 13 9	78 13 5	- - -	- - -	0 10 9	2,792 9 7	- - -	529 7 6	—	—	-
- - -	155 6 0	- - -	- - -	88 5 0	- - -	- - -	- - -	112 16 0	1,188 7 0	52 18 0	86 16 4	—	—	-
5,682 14 5	2,063 3 3	229 5 11	1,319 2 4	3,967 11 4	1,011 15 2	14 10 9	9 10 5	463 6 1	47,536 10 11	4,112 16 4	2,550 17 0	281 8 5	—	-

† Including 46 miles of Turnpike Road repaired by the Board.

COUNTY OF DORSET.

Rateable Value.	NAME OF DISTRICT.	Length of Highways	BALANCES, 31st December 1867.		RECEIPTS.						Manual Labour, including Contract Work.	Team Labour.
			In Hand.	Overspent.	Rates or Assessments.	From Turnpike Trusts.	Money Borrowed.	Other Receipts.	TOTAL RECEIPTS.			
£	Returns.	M. P.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
52,528	Blandford - - 31	107 4	83 5 5	72 8 4	783 14 11	- - -	- - -	- - -	783 14 11	377 14 7	110 0 0	
120,944	Bridport - - 46	*364 1	220 4 11	362 12 4	4,430 2 9	- - -	- - -	174 10 0	4,604 12 9	1,312 17 7	147 1 5	
54,146	Cerne - - 25	122 6	253 3 3	32 0 8	1,011 7 11	- - -	- - -	2 10 0	1,013 17 11	422 15 3	138 8 5	
137,115	Dorchester - 62	407 1	577 18 2	256 9 7	2,471 16 7	- - -	- - -	- - -	2,471 16 7	778 1 1	64 6 6	
82,733	Shaftesbury - 24	181 3	271 6 5	165 6 3	3,151 0 0	- - -	- - -	94 5 6	3,245 5 6	1,309 12 0	89 12 1	
51,303	Sherborne - - 26	147 1	183 17 1	61 10 5	1,023 2 3	- - -	- - -	23 15 6	1,051 17 9	513 2 9	235 9 4	
74,304	Sturminster - 21	144 0	345 19 8	50 10 1	1,942 16 0	- - -	- - -	45 18 6	1,988 14 6	1,018 6 7	446 1 9	
67,678	Wareham - - 23	170 3	216 19 9	50 5 1	1,212 10 0	- - -	- - -	16 3 9	1,228 13 9	698 0 7	454 13 1	
94,966	Wimborne - - 34	246 4	152 17 6	397 2 1	1,820 5 4	372 0 -	- - -	- - -	2,192 10 4	679 5 5	375 12 3	
753,717		297	1,890 7	1,448 4 10	17,876 15 9	572 5 0	- - -	362 3 3	18,611 4 0	7,109 15 4	4,396 12 3	

* Overstated in previous Returns by including Roads repaired Ratione Tenure.

COUNTY OF DURHAM.

224,007	Auckland - - 39	170 6	758 0 7	195 19 0	3,397 0 0	- - -	- - -	88 9 4	3,475 9 4	1,371 12 7	634 14 6
61,819	Barnard Castle - 23	119 0	53 0 8	93 10 3	1,233 0 0	- - -	- - -	8 0 0	1,241 0 0	661 10 2	231 15 4
88,778	Castle Eden and Seaham } 19	*00 6	185 14 10	172 18 3	1,636 1 0	- - -	- - -	- - -	1,636 1 0	632 4 11	235 12 2
103,787	Darlington - - 32	81 5	252 16 2	155 0 0	1,290 5 0	- - -	- - -	- - -	1,290 5 0	587 3 1	6 13 0
203,348	Durham and Chester-le-Street } 48	182 2	193 7 7	31 18 4	4,254 0 0	13 10 3	- - -	4 1 2	4,271 11 5	1,864 2 8	718 0 0
107,698	Gateshead and South Shields } 12	60 7	292 2 0	72 10 5	1,621 2 6	- - -	- - -	- - -	1,621 2 6	703 16 3	463 17 6
103,789	Houghton-le-Spring and Sunderland } 26	90 2	512 7 7	12 12 8	2,205 0 0	26 0 2	- - -	31 3 7	2,265 3 9	736 11 0	432 8 9
63,856	Lanchester - - 23	245 1	462 19 2	44 18 3	3,153 5 2	- - -	500 0 0	- - -	3,653 5 2	1,797 18 2	171 12 5
147,941	Stockton and Hartlepool } 48	146 6	95 19 4	49 2 0	2,941 0 0	- - -	- - -	5 0 0	2,946 0 0	1,197 15 4	513 9 5
57,827	Weardale - - 12	83 2	78 13 6	41 18 6	1,163 0 7	- - -	- - -	- - -	1,168 0 7	633 2 1	- - -
1,231,850		270	1,236 5	2,880 1 5	22,916 14 3	39 10 5	500 0 0	136 14 1	23,392 18 9	10,190 16 3	3,444 17 3

* Overstated in previous Returns by including Roads repaired Ratione Tenure.

COUNTY OF ESSEX.

67,399	Bardfield* - - 14	168 6	64 6 4	12 13 0	1,133 10 0	- - -	- - -	1 15 6	1,135 5 6	197 16 3	125 15 7
91,273	Billericay† - - 25	184 2	163 4 4	- - -	670 0 0	- - -	- - -	3 6 0	673 6 0	264 17 3	31 9 9
142,148	Chelmsford - - 30	310 6	331 12 3	111 2 11	2,693 0 0	- - -	- - -	- - -	2,693 0 0	539 18 1	238 3 3
76,777	Dunmow - - 22	195 3	312 15 10	1 17 0	1,442 0 0	- - -	- - -	43 16 9	1,486 16 9	622 3 4	149 4 2
114,922	Hedingham - - 36	269 2	164 1 3	84 0 0	1,563 10 0	- - -	- - -	- - -	1,563 10 0	367 10 2	411 11 9
131,286	Lexden and Winstree‡ 37	275 1	296 8 4	56 11 2	439 10 0	- - -	- - -	- - -	439 10 0	113 15 6	79 15 4
97,058	Rochford - - 27	144 7	430 11 2	103 19 7	2,090 1 1	- - -	- - -	23 14 0	2,113 15 1	364 11 6	394 11 5
714,563		191	1,543 3	1,812 10 6	10,043 11 1	- - -	- - -	77 12 3	10,123 3 4	2,450 12 11	1,636 15 5

* From the 7th April to the 31st December.

† From the 28th July to the 31st December.

‡ For the half year ending 31st December 1863.

COUNTY OF GLOUCESTER.

43,410	Badgworth - - 10	70 0	39 13 11	253 3 10	1,782 6 9	- - -	- - -	4 3 0	1,786 9 9	434 15 1	363 11 6
32,480	Bishop's Cleeve - 8	54 5	132 16 0	53 16 4	1,208 0 0	84 15 0	- - -	- - -	1,292 15 0	425 19 11	305 13 7
63,974	Campden - - 20	99 5	82 13 8	100 15 10	2,361 0 0	- - -	- - -	9 7 2	2,370 7 2	781 3 4	563 2 2
78,873	Cirencester - - 32	199 5	103 4 5	313 0 1	2,043 0 0	2 10 0	- - -	20 6 9	2,063 16 9	1,207 4 0	319 5 9
52,663	Fairford - - 13	117 0	284 7 2	15 0 1	1,502 0 0	34 19 0	- - -	2 6 9	1,539 5 9	798 0 2	186 16 9
69,691	Gloucester - - 24	68 4	164 18 6	173 13 5	2,182 0 0	30 12 0	- - -	2 11 9	2,215 3 9	639 13 7	230 9 9
93,827	Lawford's Gate - 11	153 7	417 1 8	283 5 10	3,562 5 0	1,312 11 4	- - -	51 2 3	4,875 13 7	1,360 3 7	93 13 0
36,478	Lydney - - 7	52 3	25 15 11	91 8 11	1,068 5 0	- - -	- - -	- - -	1,068 5 0	545 16 11	219 12 4
46,945	Moreton-in-Marsh - 13	73 6	83 19 0	62 6 5	1,280 9 2	- - -	- - -	8 11 0	1,289 0 2	623 13 4	169 13 9
52,080	Newent - - 12	120 0	146 19 1	23 6 3	1,107 15 9	- - -	- - -	- - -	1,107 15 9	391 0 6	417 2 1
66,402	Northleach - - 25	175 1	127 0 9	243 6 4	2,148 5 4	- - -	- - -	3 4 3	2,151 9 7	1,152 10 4	206 11 0
106,550	Sodbury - - 22	174 0	100 17 10	190 12 5	3,191 19 5	334 8 1	- - -	8 15 0	3,525 2 6	1,950 18 4	221 0 2

COUNTY OF DORSET.

EXPENDITURE.										BALANCES, 31st December 1868.		DEBTS.		Rate of Inter- est per Cent.
Materials.	Trades- men's Bills.	Law Charges.	Improve- ments.	Salaries and Common Charges.	To Turnpike Trusts.	Interest of Debt.	Money Borrowed Repaid.	Other Payments.	TOTAL EXPENDI- TURE.	In Hand.	Overspent.	Money Borrowed.	Unpaid Interest.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
84 7 8	61 18 2	-	-	149 15 8	-	-	-	-	783 16 4	85 7 9	74 12 1	-	-	-
1,173 19 8	76 18 8	139 12 2	119 1 10	361 7 6	531 16 3	-	-	2 10 0	4,796 5 4	354 3 6	688 8 6	-	-	-
153 6 11	157 11 7	-	-	172 7 2	-	-	-	-	1,093 9 4	206 12 4	29 1 2	-	-	-
696 12 9	209 6 7	-	-	262 15 8	-	-	-	5 9 2	2,612 11 9	318 5 10	137 12 5	-	-	-
511 2 3	97 9 6	-	100 5 1	291 3 8	-	-	-	11 6 8	3,223 11 1	215 0 3	92 5 8	-	-	-
84 8 9	5 18 7	-	-	195 19 0	-	-	-	-	1,002 18 5	235 19 10	65 13 10	-	-	-
154 19 10	53 14 10	-	156 4 9	193 10 0	-	-	-	17 15 1	2,042 12 5	294 14 8	53 2 7	-	-	-
0 6 0	73 16 3	-	-	180 2 4	-	-	-	22 14 11	1,429 19 4	164 10 10	199 1 9	-	-	-
104 18 7	154 10 0	-	-	255 7 9	-	-	-	1 0 0	1,570 5 7	457 11 11	79 11 9	-	-	-
2,962 2 5	891 4 2	139 12 2	284 11 8	2,062 8 9	531 16 3	-	-	60 15 8	13,500 9 7	2,331 6 6	1,419 4 9	-	-	-

COUNTY OF DURHAM.

755 1 10	88 5 6	-	333 11 8	253 14 7	-	-	-	19 9 0	3,456 9 8	704 11 4	123 10 1	-	-	-
61 11 2	6 11 1	-	-	150 7 1	-	-	-	16 6 1	1,128 4 3	113 12 6	11 6 4	-	-	-
279 16 7	24 13 8	42 11 0	-	168 10 6	-	-	-	0 16 2	1,384 5 0	287 10 6	22 17 11	-	-	-
429 8 8	36 17 8	-	-	176 13 7	-	-	-	10 5 7	1,247 1 7	298 3 8	157 4 1	-	-	-
1,243 12 6	47 14 4	1 8 7	-	291 13 3	-	-	-	1 1 0	4,197 7 6	256 15 10	21 0 8	-	-	-
183 10 3	11 8 8	163 8 0	184 18 3	194 0 0	1 0 0	-	-	-	1,926 19 1	165 4 8	251 9 8	-	-	-
608 2 10	22 11 2	-	450 12 3	279 7 4	-	-	-	-	2,529 13 4	289 6 6	24 1 2	-	-	-
675 13 9	21 11 5	30 0 0	681 14 8	304 19 6	15 0 0	8 17 8	-	48 11 8	3,755 18 10	316 16 4	11 9 1	500 0 0	-	5
876 16 8	37 10 8	-	78 15 4	255 8 1	-	10 16 0	12 0 0	0 3 4	2,987 6 1	101 14 7	96 3 4	204 0 0	-	5
261 8 10	15 6 5	-	59 2 10	124 14 10	-	-	-	-	1,098 15 0	152 10 10	40 10 3	-	-	-
5,375 3 1	312 10 7	256 2 7	1,788 15 0	2,199 8 9	16 0 0	12 13 8	12 0 0	96 12 10	23,712 0 4	2,686 6 9	778 12 7	704 0 0	-	-

COUNTY OF ESSEX.

451 2 2	43 5 2	-	-	140 8 3	-	-	-	-	961 7 10	296 4 6	70 13 0	-	-	-
42 2 11	14 18 3	-	-	-	-	-	-	0 15 0	354 3 8	532 4 6	49 17 10	-	-	-
397 18 8	165 0 10	-	73 16 10	246 16 4	-	-	-	6 16 10	1,768 10 10	1,153 14 10	5 16 4	-	-	-
523 16 10	123 3 8	-	-	221 3 7	-	-	-	-	1,644 11 7	183 0 1	25 16 1	-	-	-
618 19 2	81 5 3	39 6 5	215 13 0	231 0 10	-	-	-	-	1,905 6 6	176 12 11	433 8 11	-	-	-
124 3 8	2 7 2	-	-	135 3 3	-	-	-	-	455 8 1	319 13 4	95 14 3	-	-	-
963 0 5	56 15 4	0 15 0	166 10 11	243 5 0	-	-	-	6 7 10	2,390 18 5	235 10 7	130 2 4	-	-	-
3,116 3 10	491 13 8	40 1 5	456 0 9	1,222 17 3	-	-	-	13 19 8	9,490 6 11	2,597 9 3	811 8 9	-	-	-

COUNTY OF GLOUCESTER.

514 13 0	36 5 9	-	-	140 2 3	16 15 0	-	-	-	1,510 7 7	408 8 6	345 16 3	-	-	-
422 16 7	33 8 7	-	-	93 14 8	-	-	-	-	1,371 13 4	90 15 4	35 14 0	-	-	-
303 6 7	37 6 2	-	-	260 8 7	164 11 5	-	-	10 11 9	2,195 16 0	241 0 7	84 5 7	-	-	-
242 12 6	37 8 7	-	-	164 7 3	-	-	-	-	2,121 18 1	128 13 11	394 10 11	-	-	-
105 0 4	22 15 10	-	147 19 1	137 2 11	-	-	-	-	1,398 4 1	421 12 4	11 3 7	-	-	-
456 6 8	57 6 7	-	19 16 5	254 1 8	-	-	-	-	1,707 17 11	496 7 3	47 16 4	-	-	-
2,374 16 8	324 10 0	13 6 10	-	301 19 2	-	-	-	-	4,388 14 3	1,114 3 4	443 8 2	-	-	-
123 0 5	53 1 6	-	-	75 18 0	-	-	-	-	1,016 9 2	57 14 0	71 11 2	-	-	-
217 12 4	16 9 8	-	-	154 11 1	-	-	-	29 16 8	1,214 1 11	115 19 9	19 8 5	-	-	-
469 3 5	15 13 8	-	-	161 4 3	-	-	-	0 11 10	1,464 15 9	40 8 2	218 15 4	-	-	-
129 13 0	20 4 10	-	-	186 7 3	178 0 5	-	-	-	1,873 6 10	282 15 1	120 17 11	-	-	-
57 10 2	74 15 0	-	-	203 9 8	-	-	-	-	2,507 13 4	1,072 1 9	43 7 2	-	-	-

COUNTY OF GLOUCESTER—continued.

Rateable Value.	NAME OF DISTRICT.	Length of Highways	BALANCES, 31st December 1887.		RECEIPTS.					Manual Labour, including Contract Work.	Team Labour.
			In Hand.	Overspent.	Rates or Assessments.	From Turnpike Trusts.	Money Borrowed.	Other Receipts.	TOTAL RECEIPTS.		
£	Returns.	M. Y.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
50,333	Stow-on-the-Wold - 24	111 4	212 13 1	148 9 4	1,685 16 3	- - -	- - -	10 2 3	1,675 18 6	515 16 11	22 9 2
34,579	Stroud - - - 5	104 0	164 16 11	1 15 6	1,242 8 11	187 17 0	- - -	- - -	1,430 5 11	510 0 10	174 9 9
32,197	Tetbury - - - 11	62 0	104 15 11	29 5 5	466 0 0	- - -	- - -	- - -	466 0 0	307 1 9	54 12 11
77,837	Thornbury - - - 13	137 2	454 7 9	7 13 5	1,200 14 1	1,071 15 3	- - -	40 4 10	2,312 14 2	731 8 7	522 8 1
69,904	Wheatenhurst - 17	70 6	5 13 7	568 1 7	1,970 0 0	- - -	- - -	9 12 4	1,979 12 4	542 9 6	203 8 9
74,813	Winchcomb - - - 28	*193 0	233 12 4	102 3 4	3,713 14 11	207 8 0	- - -	- - -	3,921 2 11	2,964 8 2	516 16 5
35,774	Wotton-under-Edge 6	52 1	2 15 11	115 2 4	944 8 0	- - -	- - -	14 16 0	959 4 0	446 14 5	213 15 1
1,121,517		306	2,094 3 11	2,786 6 8	84,760 8 7	3,286 15 8	- - -	185 3 4	38,232 7 7	16,399 18 3	5,489 9 1

* Including 15 miles 2 furlongs of Turnpike Road repaired by the Board.

COUNTY OF HANTS.

42,853	Alresford - - 19	174 7	121 2 0	51 15 0	933 0 0	- - -	- - -	9 0 2	942 0 2	534 11 0	172 6 9
48,748	Alton - - - 23	204 2	212 6 6	31 6 4	1,439 5 0	- - -	- - -	- - -	1,439 5 0	643 9 5	513 4 11
72,815	Andover - - - 27	210 2	227 5 9	64 10 2	880 0 0	3 14 0	- - -	1 4 0	884 18 0	414 2 11	46 7 2
86,269	Basingstoke - - 39	236 7	759 2 11	90 7 5	1,529 10 0	- - -	- - -	- - -	1,529 10 0	483 4 11	703 13 13
13,740	Catherington - - 6	52 0	106 5 6	144 19 1	455 0 0	- - -	- - -	- - -	455 0 0	186 15 0	106 17 4
42,744	Christchurch - 14	*102 0	101 19 4	94 11 0	891 4 3	122 15 0	- - -	14 15 1	1,023 14 4	302 12 1	275 3 5
57,232	Droxford - - - 14	222 0	260 14 1	7 19 8	1,060 18 0	- - -	- - -	15 5 0	1,066 3 0	367 17 5	290 5 2
44,626	Fareham - - - 9	112 2	31 10 3	83 8 3	881 0 0	- - -	- - -	73 0 0	954 0 0	326 8 4	175 6 3
25,456	Fordingbridge - 8	51 0	136 1 10	0 2 3	274 0 0	- - -	- - -	22 0 3	296 0 3	95 15 11	63 4 9
74,950	Hartley Wintney - 18	251 4	372 19 2	20 0 6	1,403 6 7	- - -	- - -	30 2 1	1,433 8 8	661 11 8	313 9 9
27,622	Havant - - - 5	34 0	270 18 2	- - -	420 0 0	- - -	- - -	3 14 9	423 14 9	167 11 1	83 4 3
9,613	Headley - - - 3	72 5	56 7 6	- - -	360 0 0	- - -	- - -	- - -	360 0 0	94 7 0	46 13 3
18,576	Hursley - - - 6	37 1	79 0 9	1 17 5	192 0 0	- - -	- - -	- - -	192 0 0	84 11 10	59 15 11
46,425	Kingsclere - - 17	179 2	610 3 0	2 8 11	737 10 0	- - -	- - -	11 16 0	749 6 0	351 2 9	139 19 5
30,474	Lymington - - - 6	†200 0	3 9 1	119 0 2	654 13 6	- - -	- - -	10 9 1	665 2 7	230 14 10	21 9 6
54,115	New Forest - - 9	162 4	36 19 10	53 12 10	1,145 0 0	- - -	- - -	46 18 0	1,191 18 0	406 3 0	226 9 9
46,767	Petersfield - - 13	173 3	146 9 6	108 3 10	1,500 0 0	- - -	- - -	16 0 0	1,516 0 0	430 10 2	240 14 3
25,300	Ringwood - - - 5	89 4	104 10 3	- - -	352 0 0	- - -	- - -	36 1 3	388 1 3	86 8 10	66 1 7
37,177	Romsey - - - 9	73 0	94 10 7	53 0 4	545 0 0	- - -	- - -	- - -	545 0 0	222 4 9	166 17 11
89,793	South Stoneham - 15	79 6	451 8 10	19 4 7	948 0 0	- - -	- - -	1 11 0	949 11 0	225 0 2	242 15 11
46,668	Stockbridge - - 19	143 6	506 6 3	1 1 3	212 10 0	6 10 0	- - -	1 4 6	220 4 6	460 6 0	62 16 1
41,064	Whitchurch - - 8	111 4	101 11 3	5 13 5	426 15 10	- - -	- - -	- - -	426 15 10	240 14 5	86 5 5
73,768	Winchester - - 19	156 6	230 0 9	8 11 5	1,200 0 0	7 6 0	- - -	- - -	1,207 6 0	376 7 7	238 7 2
1,057,095		311	3,130 1	5,083 3 1	363 13 10	18,460 13 2	140 5 0	206 1 2	19,696 19 4	7,497 11 1	4,947 4 8

* Only approximate.

† Estimated.

COUNTY OF HEREFORD.

30,340	Brewardine - - 11	61 6	14 13 2	45 12 6	876 3 2	- - -	- - -	6 2 6	882 5 8	273 14 3	204 14 11
79,819	Bromyard - - - 30	157 6	226 9 9	45 13 9	2,905 9 0	- - -	- - -	8 0 0	2,908 9 0	691 5 1	479 19 19
59,052	Dore - - - 26	180 5	623 17 11	34 3 11	2,072 0 0	- - -	- - -	50 5 0	2,123 5 0	1,230 13 4	345 6 10
111,098	Hereford - - - 40	175 3	268 1 3	215 16 8	2,772 0 0	7 10 0	- - -	- - -	2,779 10 0	1,093 1 11	533 17 11
89,614	Ledbury - - - 22	152 0	212 5 7	21 9 8	2,142 0 0	- - -	- - -	8 13 10	2,150 13 10	604 7 3	639 4 6
91,371	Leominster - - 23	160 7	125 11 2	105 18 9	2,498 3 3	34 13 8	- - -	73 4 8	2,606 1 7	1,047 16 9	490 10 9
119,551	Ross - - - 36	230 1	293 9 3	312 2 9	2,611 0 0	- - -	- - -	2 15 9	2,613 15 9	1,302 15 3	663 12 1
61,190	Weobley - - - 21	137 0	113 6 1	66 17 4	1,666 12 7	128 10 6	- - -	- - -	1,795 3 1	759 14 3	364 6 7
40,343	Wigmore - - - 15	92 6	174 2 5	87 1 4	1,238 1 4	- - -	- - -	38 11 9	1,276 13 1	635 14 2	347 12 11
682,378		229	1,348 2	2,061 16 7	985 1 8	18,781 9 4	170 14 2	182 13 6	19,134 17 0	7,539 2 3	3,963 19 9

- - - COUNTY OF GLOUCESTER.—continued.

EXPENDITURE.										BALANCES, 31st December 1868.		DEBTS.		Rate of Interest per Cent.
Materials.	Trades- men's Bills.	Law Charges.	Improve- ments.	Salaries and Common Charges.	To Turnpike Trusts.	Interest of Debt.	Money Borrowed Repaid.	Other Payments.	TOTAL EXPENDI- TURE.	In Hand.	Overspent.	Money Borrowed.	Unpaid Interest.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
519 0 4	45 10 2	- - -	130 0 10	171 2 8	4 12 10	- - -	- - -	0 4 3	1,677 17 2	161 15 0	99 9 11	—	—	-
254 4 4	23 7 1	1 1 0	- - -	138 13 10	211 9 9	- - -	- - -	- - -	1,309 6 7	296 8 3	2 7 6	—	—	-
8 13 4	6 5 4	- - -	- - -	77 0 7	4 10 0	- - -	- - -	- - -	458 3 11	87 9 11	4 3 4	—	—	-
736 12 10	72 2 3	- - -	- - -	175 9 0	- - -	- - -	- - -	5 12 11	2,303 12 4	455 16 2	—	—	—	-
547 14 0	23 9 6	- - -	- - -	156 12 6	7 10 0	10 11 7	- - -	- - -	1,491 7 10	90 15 0	164 18 6	—	—	-
202 5 0	32 11 5	4 15 9	60 0 0	173 9 6	- - -	- - -	- - -	- - -	3,946 6 3	198 12 10	94 7 2	—	—	-
120 8 9	122 6 2	- - -	- - -	74 10 6	- - -	- - -	- - -	14 13 6	992 11 5	9 5 1	154 18 11	—	—	-
7,800 15 3	1,104 18 1	19 3 7	357 16 4	3,120 5 4	587 9 5	10 11 7	- - -	61 10 11	34,951 17 9	5,750 2 3	2,361 15 2	—	—	-

- - - COUNTY OF HANTS.

31 4 6	77 16 8	- - -	- - -	172 15 10	12 7 6	- - -	- - -	- - -	1,001 2 3	194 7 2	184 2 3	—	—	-
246 5 11	82 8 1	- - -	- - -	177 4 2	- - -	- - -	- - -	- - -	1,662 12 6	179 16 5	222 8 9	—	—	-
78 8 0	31 4 9	- - -	- - -	189 12 4	- - -	- - -	- - -	0 12 0	760 7 2	309 5 6	21 19 1	—	—	-
248 0 11	83 6 2	- - -	- - -	269 11 10	- - -	- - -	- - -	110 4 1	1,903 1 9	482 15 1	187 11 4	—	—	-
- - -	15 16 11	- - -	- - -	38 16 0	- - -	- - -	- - -	- - -	348 5 5	106 5 9	38 4 9	—	—	-
43 9 2	44 19 7	- - -	- - -	89 1 3	- - -	- - -	- - -	- - -	755 5 6	296 13 8	5 16 6	—	—	-
276 1 3	75 0 9	- - -	- - -	193 15 2	25 15 0	- - -	- - -	- - -	1,138 14 9	237 3 10	27 1 2	—	—	-
121 17 3	57 3 5	1 1 0	- - -	170 1 2	22 6 6	- - -	- - -	- - -	874 4 1	120 18 10	93 0 11	—	—	-
14 14 6	22 14 8	- - -	- - -	95 6 0	- - -	- - -	- - -	5 0 0	296 15 9	138 1 2	2 17 1	—	—	-
12 17 1	64 7 4	- - -	- - -	234 4 4	- - -	- - -	- - -	2 4 6	1,268 14 8	510 5 3	12 12 7	—	—	-
295 15 10	27 4 4	- - -	- - -	30 6 0	- - -	- - -	- - -	- - -	583 15 6	180 6 9	39 9 4	—	—	-
110 3 6	4 17 7	- - -	- - -	70 1 11	- - -	- - -	- - -	- - -	323 2 3	88 5 3	—	—	—	-
87 1 9	26 5 6	- - -	- - -	50 10 3	- - -	- - -	- - -	- - -	258 5 3	15 16 6	4 18 5	—	—	-
91 15 10	33 10 5	- - -	- - -	160 16 7	- - -	- - -	- - -	5 8 3	832 13 3	523 0 1	3 12 3	—	—	-
81 19 1	30 16 7	- - -	- - -	134 1 7	- - -	2 17 1	- - -	0 1 0	511 19 2	61 1 4	23 2 0	—	—	-
83 3 8	140 18 5	- - -	- - -	226 18 2	- - -	- - -	- - -	0 10 6	1,161 3 6	67 14 4	53 12 10	—	—	-
511 6 0	73 8 7	- - -	- - -	194 17 8	17 6 10	- - -	- - -	- - -	1,517 19 3	170 7 11	132 1 6	—	—	-
1 9 2	56 7 1	- - -	- - -	76 8 7	- - -	- - -	- - -	1 10 6	298 5 9	204 5 9	—	—	—	-
20 5 2	71 9 11	- - -	- - -	78 14 5	- - -	- - -	- - -	- - -	559 12 2	73 10 2	45 12 1	—	—	-
99 1 2	31 11 6	- - -	- - -	139 8 11	59 13 2	- - -	- - -	0 15 0	798 5 10	563 9 5	—	—	—	-
3 19 0	53 9 1	- - -	- - -	85 3 9	- - -	- - -	- - -	- - -	665 13 11	121 10 11	61 15 4	—	—	-
- - -	27 9 6	- - -	- - -	79 0 11	- - -	- - -	- - -	- - -	406 10 3	126 7 9	9 4 4	—	—	-
142 2 6	14 15 3	- - -	- - -	204 18 6	3 0 0	- - -	- - -	- - -	979 11 0	537 14 11	23 10 7	—	—	-
2,496 1 3	1,147 2 1	1 1 0	- - -	3,161 8 11	140 9 0	2 17 1	- - -	126 5 10	18,990 0 11	5,294 3 9	1,192 16 1	—	—	-

- - - COUNTY OF HEREFORD.

150 14 0	6 6 4	- - -	- - -	104 6 10	42 3 2	- - -	- - -	2 0 0	783 19 6	76 18 7	9 11 9	—	—	-
482 0 3	135 7 10	529 9 0	- - -	166 5 10	159 0 0	- - -	- - -	- - -	2,634 7 10	464 8 6	9 16 4	—	—	-
258 0 11	12 0 0	- - -	24 10 0	184 10 2	- - -	- - -	- - -	0 1 6	2,058 2 9	607 16 0	3 19 9	—	—	-
632 4 1	38 10 6	26 13 10	- - -	347 3 2	- - -	- - -	- - -	42 0 7	2,738 12 0	363 12 0	259 9 5	—	—	-
970 14 8	1 3 6	- - -	67 15 0	125 10 5	10 0 0	- - -	- - -	16 14 1	2,426 8 11	102 11 2	187 16 5	—	—	-
527 13 11	48 5 0	95 0 0	20 0 0	300 5 0	44 16 3	- - -	- - -	7 18 8	2,462 11 3	287 6 8	114 3 11	—	—	-
237 10 11	82 18 9	0 10 0	- - -	244 12 10	33 8 0	- - -	- - -	22 6 5	2,527 14 3	316 17 5	249 9 5	—	—	-
554 12 1	50 16 5	- - -	- - -	160 19 7	20 12 7	- - -	- - -	2 9 8	1,913 5 2	86 4 8	157 18 0	—	—	-
12 15 0	17 15 11	- - -	- - -	123 2 7	59 15 0	- - -	- - -	59 12 1	1,226 7 8	202 12 8	65 6 2	—	—	-
3,556 10 10	438 4 3	651 12 10	112 5 0	1,676 16 5	260 15 0	- - -	- - -	153 3 0	18,791 9 4	2,467 7 9	1,097 5 2	—	—	-

COUNTY OF HERTS.*

Rateable Value.	NAME OF DISTRICT.	Length of Highways	BALANCES, 31st December 1867.		RECEIPTS.					Manual Labour, including Contract Work. Team Labour.		
			In Hand.	Overspent.	Rates or Assessments.	From Turnpike Trusts.	Money Borrowed.	Other Receipts.	TOTAL RECEIPTS.			
£	Returns.	M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
72,400	Buntingford - 25	127 0	131 3 0	- - -	905 0 0	- - -	- - -	- - -	905 0 0	134 13 4	3 7 M	
89,670	Hadham - 16	128 4	156 3 1	68 13 6	600 0 0	- - -	- - -	- - -	600 0 0	354 13 10	ME 2 S	
79,546	Hatfield - 12	199 5	583 16 7	41 8 0	190 0 0	- - -	- - -	6 1 10	196 1 10	277 15 9	85 5 Y	
79,709	Hertford - 23	136 5	253 2 1	- - -	569 15 0	- - -	- - -	- - -	569 15 0	352 18 11	61 6 0	
78,256	Hitchin - 24	170 2	246 17 7	46 8 4	1,078 0 0	- - -	- - -	- - -	1,078 0 0	290 18 6	71 7 L	
113,592	St. Alban's - 13	257 0	233 15 7	60 19 11	965 6 9	- - -	- - -	68 6 9	1,033 13 6	398 17 7	106 4 4	
98,145	Watford - 7	—†	178 11 4	- - -	300 0 0	- - -	- - -	- - -	300 0 0	231 6 9	16 5 4	
611,318		120	1,019 0	1,778 9 3	217 9 9	4,698 1 9	- - -	- - -	74 8 7	4,772 10 4	2,091 4 8	506 8 7

* From June to December.

† No return of the mileage can be obtained.

COUNTY OF HUNTS.

84,960	Hurstonstone - 17	83 4	401 0 4	- - -	1,788 0 0	- - -	200 0 0	74 15 5	2,003 15 5	703 0 11	340 10 4
74,051	Leightonstone - 31	127 6	516 6 6	353 9 7	2,820 0 0	90 8 9	- - -	114 18 4	3,025 2 1	1,038 14 1	338 14 5
101,626	Norman Cross - 26	105 4	210 18 9	199 8 8	2,023 10 0	498 7 0	- - -	314 11 7	2,841 8 7	660 18 1	493 15 5
53,812	Ramsey - 7	48 6	895 14 4	14 9 1	2,190 0 0	- - -	- - -	12 19 8	2,202 19 8	554 7 10	619 19 5
51,681	Toseland - 19	84 1	131 6 0	121 12 10	1,325 0 0	128 15 3	- - -	8 14 0	1,463 9 3	273 1 10	276 16 5
366,139		100	449 5	2,155 5 11	689 0 2	10,151 10 0	717 11 0	200 0 0	525 14 0	11,594 15 0	3,234 17 9

COUNTY OF KENT.

71,223	Appledore - 16	200 0	148 17 5	212 19 11	3,670 0 0	- - -	- - -	1 1 1	3,671 1 1	636 5 9	716 15 1
84,034	Ashford - 24	216 7	90 15 0	316 4 10	4,155 0 0	5 0 0	500 0 0	- - -	4,660 0 0	1,248 19 0	427 12 1
133,726	Bearsted - 31	376 4	600 16 0	75 12 9	4,821 0 0	- - -	- - -	6 4 6	4,827 4 6	1,920 0 0	373 18 1
104,887	Bromley - 16	174 2	582 9 11	169 16 6	3,516 10 0	- - -	- - -	504 10 8	4,321 0 8	1,399 10 5	618 11 1
124,052	Cranbrook - 13	194 1	144 3 3	156 4 10	4,005 0 0	90 8 8	- - -	59 8 6	5,024 17 2	1,279 4 6	1,513 11 1
173,140	Dartford - 20	224 4	1,103 6 11	- - -	3,080 8 1	- - -	- - -	106 15 0	3,183 3 1	1,641 5 8	482 17 3
61,374	Elham - 23	264 4	1,226 9 11	32 3 4	2,189 1 0	- - -	- - -	- - -	2,189 1 0	1,116 5 9	363 9 3
187,644	Faversham - 43	312 6	682 5 9	497 11 4	7,435 13 1	- - -	- - -	53 3 0	7,468 16 1	2,345 5 7	106 9 7
108,946	Home - 25	194 3	528 1 10	56 10 6	2,580 0 0	- - -	- - -	12 10 0	2,592 10 0	1,006 7 0	390 19 1
133,393	Malling - 24	180 0	909 6 1	55 16 8	4,168 0 0	52 7 0	- - -	13 11 0	4,223 18 0	1,143 18 7	661 4 1
80,471	New Romney - 20	137 5	32 8 8	706 2 4	3,237 0 0	- - -	- - -	2 1 0	3,239 1 0	904 0 2	811 19 1
135,780	Rochester - 26	208 0	182 5 11	331 5 8	3,967 19 0	- - -	- - -	8 12 6	3,966 11 6	2,934 14 11	11 5 0
80,726	Sevenoaks - 10	213 4	247 7 3	10 0 11	2,370 0 0	- - -	- - -	135 9 4	2,305 9 4	1,060 15 4	429 12 0
26,621	Sheppey - 6	38 2	15 13 9	87 2 2	735 0 0	- - -	- - -	9 12 6	744 12 6	174 5 8	4 2 4
91,238	Thanet, Isle of - 10	129 7	214 14 5	126 15 5	2,438 0 0	1 5 0	- - -	1 14 7	2,440 19 7	519 8 1	511 6 2
115,696	Tonbridge - 16	216 7	787 12 9	483 17 11	4,435 0 0	8 6 0	- - -	8 14 0	4,452 0 0	1,009 3 1	2,362 13 0
162,754	Wingham - 52	380 2	616 17 0	61 15 6	3,006 17 10	- - -	- - -	- - -	3,006 17 10	1,121 1 6	435 11 9
1,875,252		375	3,972 2	8,205 11 10	3,374 0 7	60,996 9 0	127 6 8	500 0 0	923 7 8	62,547 3 4	21,450 11 0

COUNTY OF LANCASTER.

26,116	Childwall - 8	51 0	550 3 8	776 3 6	1,507 10 0	- - -	1,400 0 0	1 5 3	2,908 15 3	723 18 7	463 7 6
86,018	Garstang Union - 23	211 1	144 11 10	84 1 8	2,204 6 0	42 1 0	- - -	6 8 6	2,254 15 6	922 19 5	395 3 7
101,974	Leyland - 38	301 2	274 17 10	1,441 1 6	11,124 10 2	85 14 6	1,550 0 0	91 10 2	12,851 14 10	3,168 10 0	1,996 18 3
83,486	Ormskirk - 8	121 4	119 2 10	323 18 2	4,721 3 4	- - -	- - -	66 4 10	4,787 8 2	1,444 13 8	835 11 2
65,739	Prescot - 6	49 2	112 15 0	403 1 4	1,638 10 0	- - -	2,300 0 0	21 19 5	3,080 9 5	648 19 1	139 9 0
42,752	Sefton - 10	74 1	300 12 8	52 11 4	2,722 10 0	- - -	- - -	27 8 11	2,753 18 11	405 18 7	532 1 7
74,728	Southport - 7	192 0	77 2 4	288 6 5	2,898 6 1	- - -	- - -	4 6 6	2,902 12 7	1,256 16 8	615 15 0
33,611	Upholland - 6	48 6	899 19 9	46 16 5	2,458 0 0	- - -	2,000 0 0	37 8 3	4,495 8 3	959 17 5	413 13 6
80,476	Warrington - 14	101 3	389 2 8	172 10 5	3,475 0 0	- - -	- - -	22 18 6	3,497 18 6	1,503 14 8	586 16 4
694,894		120	1,150 3	2,868 8 7	3,598 10 9	82,757 15 7	127 15 6	7,250 0 0	279 10 4	40,415 1 5	11,038 8 1

COUNTY OF HERTS.

EXPENDITURE.										BALANCES, 31st December 1868.		DEBTS.		Rate of Inter- est per Cent.
Materials.	Trades- men's Bills.	Law Charges.	Improve- ments.	Salaries and Common Charges.	To Turnpike Trusts.	Interest of Debt.	Money Borrowed Repaid.	Other Payments.	TOTAL EXPENDI- TURE.	In Hand.	Overspent.	Money Borrowed.	Unpaid Interest.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
195 4 6	57 12 8	- - -	- - -	61 11 6	- - -	- - -	- - -	- - -	452 9 10	644 6 0	60 13 4	- - -	- - -	-
81 4 5	165 6 10	- - -	- - -	152 15 5	- - -	- - -	- - -	4 4 0	860 6 9	166 18 5	249 15 7	- - -	- - -	-
73 10 10	61 13 8	- - -	- - -	124 4 8	- - -	- - -	- - -	- - -	625 10 6	177 18 4	64 18 5	- - -	- - -	-
207 2 9	20 4 2	- - -	- - -	103 15 0	- - -	- - -	- - -	8 1 8	753 8 6	177 17 2	108 8 7	- - -	- - -	-
153 14 3	3 0 2	- - -	- - -	81 10 4	- - -	- - -	- - -	- - -	600 11 2	696 14 8	8 16 7	- - -	- - -	-
166 8 9	14 17 1	- - -	- - -	59 3 0	- - -	- - -	- - -	0 16 0	806 6 5	529 15 2	134 12 5	- - -	- - -	-
53 11 1	- - -	- - -	- - -	9 11 4	- - -	- - -	- - -	- - -	260 14 2	156 13 1	38 15 11	- - -	- - -	-
930 16 7	322 14 7	- - -	- - -	592 11 3	- - -	- - -	- - -	13 1 8	4,459 7 4	2,540 3 4	666 0 10	- - -	- - -	-

COUNTY OF HUNTS.

419 19 9	79 6 0	26 16 4	545 18 11	163 10 7	- - -	- - -	- - -	1 10 9	2,294 13 7	234 10 0	65 7 10	200 0 0	- - -	5
731 18 11	241 11 6	12 15 0	457 0 6	201 19 0	40 11 6	24 0 0	10 16 6	5 17 6	3,132 18 8	442 15 1	387 14 9	*389 3 6	- - -	*6
1,304 0 1	62 17 6	6 15 6	- - -	227 9 3	- - -	13 17 11	30 0 0	- - -	2,799 8 5	322 11 8	269 1 5	270 0 0	- - -	5
866 16 4	258 2 10	- - -	- - -	151 4 2	- - -	- - -	- - -	43 12 10	2,469 2 5	587 0 9	1 19 3	- - -	- - -	-
449 17 7	57 2 11	- - -	- - -	130 0 0	80 7 6	- - -	- - -	54 0 3	1,321 0 10	206 17 11	55 16 4	- - -	- - -	-
3,772 12 8	699 0 9	46 6 10	1,002 19 5	874 3 0	139 19 0	37 17 11	40 16 6	110 1 4	12,047 4 11	1,793 15 5	779 19 7	859 3 6	- - -	-

* Debt and Interest payable by 20 Annual Instalments of 34*l.* 16*s.* 6*d.*, one of which has been paid.

COUNTY OF KENT.

1,307 3 1	35 5 7	0 12 6	290 19 2	268 9 10	103 2 8	- - -	- - -	4 11 3	3,333 4 11	330 1 0	56 7 4	- - -	- - -	-
558 6 5	58 16 0	- - -	241 0 0	366 11 4	86 14 9	4 6 4	500 0 0	- - -	3,492 5 11	972 18 7	30 14 4	- - -	- - -	-
1,555 6 5	212 7 7	- - -	- - -	422 7 0	66 15 0	- - -	- - -	7 8 3	4,558 2 3	1,106 18 3	231 12 9	- - -	- - -	-
1,367 5 6	394 12 1	13 10 10	- - -	282 10 11	- - -	- - -	- - -	- - -	4,066 0 9	892 14 10	195 1 6	- - -	- - -	-
922 1 5	69 12 10	- - -	- - -	319 2 1	158 19 5	- - -	- - -	32 18 11	4,600 1 1	448 14 2	37 19 8	- - -	- - -	-
1,090 10 9	150 7 3	70 6 6	- - -	227 19 2	2 14 7	- - -	- - -	18 0 9	3,684 16 10	658 17 10	47 4 8	- - -	- - -	-
637 17 10	14 15 7	- - -	15 17 0	308 1 0	40 18 9	- - -	- - -	5 3 10	2,578 9 0	891 15 3	86 16 8	- - -	- - -	-
3,430 19 5	63 17 10	101 13 5	217 17 9	531 8 5	5 18 6	- - -	- - -	30 0 0	6,930 10 6	1,249 1 0	506 1 0	- - -	- - -	-
418 12 1	74 6 7	- - -	- - -	367 1 4	- - -	- - -	- - -	- - -	2,207 6 1	863 18 9	7 3 6	- - -	- - -	-
1,964 18 2	161 3 6	- - -	- - -	374 0 0	23 5 0	- - -	- - -	60 1 0	4,398 10 4	713 17 3	35 0 2	- - -	- - -	-
274 0 11	43 12 6	- - -	- - -	239 12 6	- - -	- - -	- - -	12 17 3	2,306 2 6	296 4 3	28 19 5	- - -	- - -	-
40 6 6	55 19 6	- - -	- - -	137 12 7	65 17 5	- - -	- - -	36 1 4	3,261 17 3	753 8 7	207 14 1	- - -	- - -	-
569 15 2	122 16 3	29 13 4	- - -	274 9 1	- - -	- - -	- - -	71 10 0	2,548 1 0	213 14 6	18 19 10	- - -	- - -	-
272 0 10	47 7 11	- - -	- - -	113 19 3	- - -	- - -	- - -	- - -	611 16 2	61 13 5	0 5 6	- - -	- - -	-
830 10 0	62 3 11	11 14 4	- - -	174 4 9	- - -	- - -	- - -	18 4 2	2,127 11 5	421 10 4	20 3 2	- - -	- - -	-
856 6 11	381 5 8	- - -	- - -	239 15 3	28 10 0	41 10 4	45 0 0	14 6 7	4,928 10 6	195 19 4	368 15 0	785 0 0	- - -	5
916 7 10	67 6 2	- - -	- - -	395 11 2	19 18 2	- - -	- - -	- - -	2,955 16 6	654 15 10	46 13 0	- - -	- - -	-
17,072 9 3	2,015 16 9	227 10 11	735 13 11	5,112 15 8	611 14 3	45 16 4	545 0 0	311 3 4	58,509 3 0	10,785 3 2	1,915 11 7	785 0 0	- - -	-

COUNTY OF LANCASTER.

559 18 0	33 6 9	26 7 0	484 8 2	191 9 11	- - -	24 8 7	- - -	50 0 0	2,511 4 6	631 0 1	459 9 1	1,400 0 0	- - -	5
650 10 5	70 16 7	- - -	- - -	119 8 9	- - -	- - -	- - -	1 0 0	2,162 18 9	206 11 7	54 4 8	- - -	- - -	-
3,084 0 7	94 15 8	30 7 5	1,206 18 9	497 3 6	96 17 1	32 18 6	- - -	89 15 9	9,908 4 6	1,890 16 4	103 9 8	1,550 0 0	- - -	41 2 44
2,369 3 2	115 10 8	- - -	- - -	210 2 5	- - -	- - -	- - -	29 12 10	5,004 14 6	107 7 5	529 9 1	- - -	- - -	-
320 6 0	27 4 0	31 1 8	1,033 13 8	146 15 1	- - -	- - -	- - -	4 15 0	2,400 3 6	1,601 5 7	381 6 0	2,300 0 0	- - -	5
956 17 10	426 8 2	- - -	- - -	203 12 10	- - -	48 15 0	50 0 0	23 2 2	2,651 16 2	427 6 3	75 2 2	950 0 0	- - -	5
1,466 15 3	10 13 7	- - -	- - -	212 16 11	- - -	- - -	- - -	- - -	3,592 15 5	- - -	901 6 11	- - -	- - -	-
1,251 1 1	2 7 5	12 4 4	1,055 1 3	174 9 10	- - -	48 19 2	- - -	7 7 2	3,930 1 2	1,038 6 3	139 15 10	2,000 0 0	- - -	5
1,092 14 3	93 19 1	- - -	- - -	336 17 10	- - -	- - -	- - -	45 15 0	3,929 17 2	166 10 2	381 16 7	- - -	- - -	-
11,781 6 7	874 1 11	100 0 5	2,730 1 10	2,092 16 1	96 17 1	155 1 3	50 0 0	256 7 11	34,091 15 3	6,079 3 7	2,976 0 0	8,200 0 0	- - -	-

COUNTY OF LEICESTER.

Rateable Value.	NAME OF DISTRICT.	Length of Highways	BALANCES, 31st December 1887.		RECEIPTS.					Manual Labour, including Contract Work.	Total Labor.
			In Hand.	Overspent.	Rates or Assessments.	From Turnpike Trusts.	Money Borrowed.	Other Receipts.	TOTAL RECEIPTS.		
£	Returns.	M. Y.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
74,368	Ashby-de-la-Zouch - 28	101 7	379 9 4	87 13 10	1,300 8 1	- - -	- - -	65 8 9	1,265 11 10	566 4 5	171 15 9
43,539	Belvoir - - - 15	97 3	369 18 6	- - -	2,757 10 0	- - -	- - -	2 9 1	2,759 19 1	1,043 0 6	27 2 3
67,172	East Norton - - 32	134 0	139 11 9	478 14 8	2,930 0 0	- - -	- - -	11 13 0	2,941 13 0	611 10 9	52 2 3
182,131	Leicester - - - 60	273 1	579 4 2	157 15 11	3,747 18 0	- - -	- - -	25 16 3	3,773 14 3	1,168 0 11	45 14 9
123,444	Loughborough - - 33	246 7	332 5 1	148 2 11	2,563 7 6	- - -	- - -	186 6 2	2,749 13 8	1,046 13 10	439 7 4
104,151	Lutterworth - - - 34	162 7	337 8 11	66 8 7	1,981 0 0	- - -	- - -	63 16 9	2,044 16 9	637 0 8	394 2 5
131,073	Market Bosworth - 53	220 7	476 13 10	209 14 3	2,235 0 0	- - -	- - -	10 18 0	2,235 18 0	794 17 2	396 14 4
87,651	Market Harborough 25	127 5	265 19 6	53 14 11	2,239 0 0	- - -	- - -	3 0 0	2,232 0 0	447 13 6	349 2 5
135,042	Melton Mowbray - 53	319 0	239 4 6	173 8 7	5,070 0 0	- - -	- - -	0 10 0	5,070 10 0	1,359 6 9	1,062 14 4
946,371		347	1,683 5	3,119 15 7	24,823 8 7	- - -	- - -	369 13 0	25,191 16 7	7,723 12 9	4,826 11 1

COUNTY OF LINCOLN.

65,344	Axholme, Isle of - 15	114 4	724 19 9	- - -	4,517 9 7	- - -	- - -	13 11 9	4,530 1 4	1,611 18 5	415 19 9
84,370	Gainsborough* - 37	189 7	343 8 10	21 2 7	3,161 7 0	- - -	- - -	4 0 0	3,165 7 0	1,607 17 2	618 12 1
149,714		53	304 3	1,068 8 7	7,678 16 7	- - -	- - -	16 11 9	7,695 8 4	3,219 15 7	1,834 17 1

* For 9 months.

COUNTY OF MIDDLESEX.

184,521	Edgware - - - 8	100 7	454 12 5	220 15 11	6,254 0 0	- - -	- - -	490 15 11	6,744 15 11	1,014 4 7	1,066 5 1
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COUNTY OF MONMOUTH.

48,671	Abergavenny - - 20	147 2	333 19 7	102 3 4	1,330 12 9	- - -	130 0 0	46 9 3	1,499 2 0	640 7 8	138 4 7
30,877	Caerleon - - - 10	70 4	174 5 2	101 11 0	1,011 0 0	- - -	- - -	- - -	1,011 0 0	500 0 2	139 13 4
36,206	Chepstow - - - 24	97 2	101 4 4	59 5 11	1,114 14 3	- - -	- - -	1 17 2	1,116 11 5	547 18 7	194 13 11
42,516	Christchurch - - 17	103 4	107 11 2	47 0 6	993 0 0	- - -	- - -	- - -	993 0 0	947 0 1	31 13 6
29,738	Monmouth and Skenfrith - - } 11	104 3	146 0 5	185 9 3	1,174 10 0	- - -	100 0 0	1 17 4	1,276 7 4	619 13 8	194 14 4
59,463	Newport - - - 18	138 0	90 15 0	172 19 3	1,976 1 2	- - -	- - -	11 12 9	1,987 13 11	644 5 7	639 13 3
35,670	Pontypool and Usk 19	101 3	108 7 0	192 11 1	1,278 10 0	- - -	- - -	5 7 1	1,283 17 1	510 12 8	169 13 4
38,940	Raglan and Treleick 20	153 2	33 18 11	74 13 3	777 19 6	- - -	- - -	0 7 0	778 6 6	435 14 7	156 4 7
322,101		189	915 4	1,065 1 7	942 13 7	- - -	230 0 0	69 10 7	9,945 18 3	4,845 13 0	1,457 17 5

COUNTY OF NORTHAMPTON.

107,585	Brackley - - - 35	151 4	690 16 0	104 11 1	3,753 0 0	- - -	- - -	12 4 9	3,764 4 9	1,505 19 9	421 5 6
80,234	Brixworth - - - 30	132 2	190 14 2	505 0 4	3,158 0 0	- - -	- - -	218 11 8	3,376 11 8	652 14 4	567 14 7
128,636	Hardingstone - - 35	134 0	751 6 6	34 5 7	2,720 0 0	- - -	- - -	10 18 8	2,730 18 8	1,029 16 10	438 13 4
99,161	Irthlingborough - 27	129 1	50 16 1	484 2 0	4,894 6 0	- - -	- - -	32 13 5	4,426 13 5	1,052 11 2	453 14 2
129,890	Kettering - - - 35	150 0	127 15 8	313 5 11	3,709 0 0	- - -	- - -	15 8 10	3,724 8 10	1,195 4 4	593 11 7
90,747	Kingsliffe - - - 39	133 0	263 10 4	376 19 2	3,127 0 0	- - -	- - -	7 9 6	3,134 9 6	1,657 15 10	363 5 11
77,064	Little Bowden - - 24	115 1	114 0 2	17 0 3	2,243 0 0	- - -	- - -	4 15 3	2,247 15 3	623 12 0	512 14 5
59,475	Thrapston - - - 17	81 5	80 10 10	48 18 8	2,280 0 0	- - -	- - -	0 19 3	2,280 19 3	1,001 2 11	339 8 9
117,446	Towcester - - - 40	153 2	245 12 1	284 4 2	3,461 0 0	2 0 0	- - -	0 11 6	3,463 11 6	1,073 13 5	568 19 1
160,462	Weedon - - - 40	207 5	374 2 0	419 1 1	5,163 0 0	- - -	- - -	150 9 11	5,318 9 11	1,921 6 3	728 11 6
1,050,710		322	1,392 4	2,889 3 10	24,012 0 0	2 0 0	- - -	453 17 9	24,467 17 9	11,717 16 10	5,149 14 9

COUNTY OF LEICESTER.

EXPENDITURE.										BALANCES, 31st December 1868.		DEBTS.		Rate of Inter- est per Cent.
Materials.	Trades- men's Bills.	Law Charges.	Improve- ments.	Salaries and Common Charges.	To Turnpike Trusts.	Interest of Debt.	Money Borrowed Repaid.	Other Payments.	TOTAL EXPENDI- TURE.	In Hand.	Overspent.	Money Borrowed.	Unpaid Interest.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
0 5 2	106 17 8	4 4 0	11 0 6	212 0 4	- . .	- . .	- . .	3 17 3	1,396 5 1	232 13 10	71 11 7	—	—	-
0 1 5	43 16 7	- . .	70 2 1	178 10 4	- . .	- . .	- . .	9 17 0	2,782 10 2	347 17 1	0 9 8	—	—	-
0 15 0	108 1 3	- . .	- . .	156 15 1	- . .	- . .	- . .	- . .	2,464 3 7	230 17 6	92 11 0	—	—	-
6 13 8	197 13 1	- . .	- . .	379 8 10	- . .	- . .	- . .	23 0 9	3,905 12 1	458 3 1	63 12 8	—	—	-
5 10 1	134 15 3	- . .	194 1 10	311 0 8	- . .	- . .	- . .	171 9 2	3,152 18 7	908 10 3	427 13 0	—	—	-
7 12 6	95 18 3	- . .	387 12 3	260 0 0	- . .	- . .	- . .	6 19 9	2,279 5 11	172 10 8	135 19 6	—	—	-
0 3 4	78 12 5	- . .	- . .	272 5 0	- . .	- . .	- . .	0 12 6	2,513 6 5	217 10 11	169 19 9	—	—	-
8 12 11	181 18 8	- . .	- . .	183 12 1	- . .	- . .	- . .	32 9 6	2,493 1 6	96 15 11	85 12 10	—	—	-
4 1 7	303 2 11	- . .	- . .	266 13 10	- . .	- . .	- . .	75 8 0	5,111 7 5	197 2 6	172 4 0	—	—	-
33 15 8	1,150 16 1	4 4 0	662 16 8	2,219 6 2	- . .	- . .	- . .	323 13 11	25,998 10 9	2,162 1 9	1,224 14 0	—	—	-

COUNTY OF LINCOLN.

88 12 9	224 9 10	- . .	- . .	204 4 5	- . .	- . .	- . .	20 15 8	4,166 0 1	1,090 8 2	1 7 2	—	—	-
00 6 11	85 4 0	- . .	37 7 6	153 15 9	- . .	- . .	- . .	- . .	3,573 9 5	485 10 2	571 6 4	—	—	-
88 19 8	279 13 10	- . .	37 7 6	358 0 2	- . .	- . .	- . .	20 15 8	7,739 9 6	1,575 13 4	572 13 - 6	—	—	-

COUNTY OF MIDDLESEX.

990 7 4	1,194 0 11	- . .	370 10 11	298 0 0	- . .	27 0 0	180 0 0	49 12 9	6,722 1 7	421 19 1	165 8 3	380 0 0	- . .	5
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COUNTY OF MONMOUTH.

121 4 0	25 11 7	12 1 6	190 2 2	160 12 2	- . .	18 0 0	30 0 0	59 2 5	1,437 2 1	333 15 10	39 19 8	390 0 0	- . .	5
68 15 4	- . .	4 0 6	59 4 5	116 9 11	- . .	12 10 0	12 10 0	- . .	973 4 4	145 16 10	35 7 0	237 10 0	- . .	5
49 18 3	23 6 8	- . .	- . .	152 6 10	32 1 1	- . .	- . .	17 19 6	1,018 9 10	175 13 6	35 13 6	—	—	-
12 7 0	7 1 9	- . .	- . .	49 16 0	- . .	- . .	- . .	- . .	1,048 4 4	65 6 3	59 19 11	—	—	-
66 16 5	176 1 3	- . .	- . .	164 5 10	282 0 0	- . .	- . .	- . .	1,503 11 8	60 3 9	326 16 11	100 0 0	- . .	5
233 12 2	9 14 10	- . .	329 5 2	192 19 3	44 0 0	- . .	- . .	- . .	1,834 10 2	240 19 6	137 0 0	—	—	-
307 4 3	44 14 8	- . .	5 17 9	148 12 6	48 10 1	- . .	- . .	54 1 11	1,239 6 4	76 16 10	166 10 2	—	—	-
42 11 5	12 1 0	- . .	- . .	128 16 1	80 5 3	- . .	- . .	- . .	855 12 11	33 16 3	152 17 0	—	—	-
952 8 10	298 11 9	16 2 0	584 9 6	1,113 18 7	486 16 5	30 10 0	42 10 0	131 3 10	9,960 1 8	1,132 8 9	1,004 4 2	727 10 0	—	-

COUNTY OF NORTHAMPTON.

984 14 4	111 2 0	- . .	- . .	242 16 4	- . .	- . .	- . .	- . .	3,325 15 11	1,048 13 3	23 19 6	—	—	-
237 2 1	137 15 9	5 8 6	160 6 3	239 19 8	38 0 0	37 13 7	100 0 0	12 10 5	3,189 7 2	147 0 4	274 2 0	550 0 0	- . .	5
183 6 0	276 5 9	- . .	- . .	204 6 1	32 0 0	- . .	- . .	- . .	3,154 13 8	471 14 3	178 8 4	—	—	-
850 19 9	362 12 5	- . .	- . .	232 7 9	377 3 4	- . .	- . .	0 7 6	3,334 12 1	720 8 10	11 13 5	—	—	-
227 0 4	222 0 9	- . .	- . .	266 11 0	216 9 10	- . .	- . .	38 12 1	3,769 9 11	41 12 8	272 9 0	—	—	-
375 15 6	137 15 7	- . .	- . .	319 13 4	53 1 2	6 10 7	30 0 0	27 4 9	2,990 5 8	215 17 4	135 2 4	124 0 0	- . .	5
375 14 1	206 19 1	- . .	- . .	180 12 6	70 14 0	- . .	- . .	10 5 5	2,480 7 9	94 12 9	230 5 4	—	—	-
355 1 11	146 19 2	- . .	- . .	206 2 3	47 13 2	- . .	- . .	- . .	2,146 3 2	213 8 6	47 0 3	—	—	-
1,032 15 10	140 9 11	- . .	128 0 2	337 15 2	- . .	- . .	- . .	1 1 6	3,237 15 1	341 18 7	204 14 8	—	—	-
1,664 18 2	130 13 0	3 7 0	260 5 9	376 2 7	- . .	- . .	- . .	3 1 9	5,142 11 0	431 13 2	300 13 4	—	—	-
9,787 8 0	1,902 18 5	8 15 6	548 12 2	2,606 6 8	835 1 6	44 4 2	130 0 0	93 3 5	32,321 1 5	3,736 19 8	1,728 7 9	674 0 0	—	-

COUNTY OF NORTHUMBERLAND.

Rateable Value.	NAME OF DISTRICT.	Length of Highways	BALANCES, 31st December 1887.		RECEIPTS.					Manual Labour, including Contract Work.	Total Labour.
			In Hand.	Overspent.	Rates or Assessments.	From Turnpike Trusts.	Money Borrowed.	Other Receipts.	TOTAL RECEIPTS.		
£	Returns.	M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
56,377	Belford - - 36	96 2	317 9 6	36 4 7	1,338 3 0	- - -	- - -	- - -	1,338 3 0	167 15 7	- - -
60,809	Felton - - 43	154 6	276 0 10	115 13 5	1,523 7 0	- - -	- - -	4 8 0	1,527 15 0	812 5 2	62 13 1
116,496	Glendale - - 60	201 4	714 3 11	2 0 2	2,220 1 0	- - -	- - -	- - -	2,220 1 0	516 4 11	- - -
52,884	Haltwhistle - - 19	149 2	46 4 3	52 4 9	903 0 0	- - -	- - -	- - -	903 0 0	571 19 3	16 1 3
222,804	Hexham - - 137	693 1	723 14 5	623 9 10	5,099 13 0	- - -	- - -	93 1 6	5,192 13 6	3,417 11 2	1,256 4 1
84,993	Norham and Is-landshires. } 27	74 2	393 11 9	20 16 3	1,843 17 0	- - -	- - -	10 2 0	1,853 19 0	342 4 3	- - -
594,305		323	1,368 5	2,476 4 8	12,933 0 0	- - -	- - -	107 11 6	13,040 11 6	5,823 0 3	1,531 1 1

COUNTY OF NOTTINGHAM.

104,778	Bingham - - 35	171 1	772 11 11	139 5 11	2,930 2 3	- - -	- - -	40 2 6	2,970 4 9	1,348 13 0	27 2 8
69,066	Mansfield - - 23	130 4	159 16 6	151 7 8	1,330 0 8	15 11 10	- - -	1 7 0	1,346 19 6	677 16 4	27 5 1
134,409	Newark - - 50	201 2	423 9 9	77 8 5	4,118 0 0	49 15 0	- - -	13 7 10	4,181 2 10	1,893 0 5	74 1 1
109,496	Nottingham - - 30	146 2	246 4 6	677 13 1	2,437 0 1	297 8 7	- - -	10 0 0	2,744 8 8	972 16 7	47 2 1
48,826	Ollerton - - 18	104 6	423 8 5	4 16 10	705 0 0	1 13 8	- - -	2 15 3	709 13 11	329 12 5	119 1 1
199,601	Retford - - 69	311 7	1,134 14 1	634 11 1	6,975 3 0	36 7 0	- - -	- - -	7,011 10 0	2,127 4 4	364 1 1
79,730	Rushcliffe - - 23	123 5	447 14 1	111 13 10	2,096 15 0	- - -	- - -	32 0 0	2,128 15 0	867 17 8	496 1 1
92,245	Southwell - - 23	133 4	225 9 5	87 19 1	1,654 2 0	183 15 3	- - -	15 17 0	1,838 14 3	828 2 8	229 1 1
833,190		236	1,321 7	3,837 8 8	1,875 0 11	22,246 3 0	589 16 4	115 9 7	22,951 8 11	9,044 3 5	3,466 1 1

COUNTY OF OXFORD.

73,647	Bampton, East - 24	113 1	1,205 15 8	160 9 2	2,271 0 0	- - -	- - -	159 2 6	2,430 2 6	2,071 10 6	1 1 1
49,230	Bampton, West - 23	119 3	644 14 4	- - -	1,965 0 0	185 13 8	- - -	26 10 0	2,177 8 8	1,430 16 4	12 1 1
89,626	Banbury and Blox-ham. } 33	118 4	467 11 2	30 17 9	2,808 0 0	- - -	- - -	49 19 10	2,832 19 10	1,171 4 0	463 1 1
80,058	Bicester - - 36	150 5	358 0 10	133 19 0	2,995 5 0	- - -	- - -	2 12 1	3,001 17 1	2,115 2 8	328 1 1
106,025	Bullington - - 55	116 2	1,276 9 0	193 14 5	3,728 0 0	- - -	- - -	46 9 6	3,772 9 6	1,914 18 5	599 1 1
86,901	Chadlington - - 43	166 2	273 11 2	- - -	2,149 0 0	- - -	- - -	43 16 0	2,192 16 0	1,729 12 3	2 14 1
72,358	Henley - - 20	241 3	435 7 6	2 7 4	1,630 16 3	- - -	- - -	13 0 0	1,643 16 3	772 8 10	239 6 1
81,063	Watlington - - 39	154 2	405 18 6	267 17 3	2,566 8 6	- - -	- - -	39 2 5	2,605 10 11	1,302 8 2	331 13 1
93,756	Wootton - - 34	126 7	112 7 7	107 19 4	1,821 1 3	- - -	- - -	63 12 10	1,883 14 1	726 14 3	246 1 1
733,228		307	1,306 6	5,179 15 9	902 4 3	21,931 11 0	185 13 8	443 5 2	22,560 14 10	13,234 15 5	2,490 2 1

COUNTY OF SALOP.

5,237	Bishop's Castle - 27	363 7	224 8 8	133 9 8	3,019 16 5	- - -	- - -	2 7 11	3,022 4 4	1,566 5 0	394 9 1
3,794	Bridgnorth - - 32	219 3	247 11 8	18 5 3	2,106 0 0	119 5 4	- - -	- - -	2,225 5 4	1,094 19 10	399 7 1
5,520	Church Stretton - 14	163 1	401 8 7	11 13 8	830 17 6	37 1 6	- - -	13 2 3	896 1 3	557 16 2	263 13 1
8,540	Cleobury Mortimer and Kidderminster. } 19	183 0	143 12 0	141 9 8	2,177 10 0	- - -	- - -	- - -	2,177 10 0	897 9 4	609 7 1
155,163	Conover - - 37	231 2	161 5 11	220 1 0	2,459 0 0	39 11 10	- - -	202 18 8	2,701 10 6	1,135 14 6	232 15 1
100,893	Drayton - - 11	170 7	506 6 2	16 4 6	1,180 19 6	- - -	- - -	17 19 6	1,198 19 0	443 4 3	139 17 1
80,090	Ludlow - - 23	164 1	68 19 1	58 2 3	1,601 7 6	24 10 2	- - -	33 6 6	1,639 4 2	614 5 8	341 16 1
74,890	Newport - - 14	99 5	559 14 6	- - -	576 9 6	- - -	- - -	8 6 5	584 15 11	374 5 2	354 17 1
99,753	Oswestry - - 13	269 2	37 0 1	216 13 3	2,412 0 0	- - -	- - -	12 1 0	2,424 1 0	974 11 8	169 13 1
56,319	Pimhill - - 12	112 3	241 11 6	- - -	743 0 0	- - -	- - -	- - -	743 0 0	495 0 0	61 9 13
83,288	Wem - - 12	176 0	66 12 6	40 9 1	1,251 10 0	- - -	- - -	10 6 5	1,261 16 5	507 9 7	222 7 1
88,389	Wrekin - - 13	148 0	563 5 11	70 3 8	1,712 16 10	20 6 8	- - -	52 1 2	1,735 4 8	793 6 4	494 1 1
1,040,916		237	2,291 7	3,322 16 7	926 17 0	20,070 7 3	240 15 6	397 9 10	20,668 12 7	9,459 7 6	3,674 13 1

COUNTY OF NORTHUMBERLAND.

EXPENDITURE.										BALANCE, 31st December 1868.		DEBTS.		Rate of Interest per Cent.
Materials.	Trades- men's Bills.	Law Charges.	Improve- ments.	Salaries and Common Charges.	To Turnpike Trusts.	Interest of Debt.	Money Borrowed Repaid.	Other Payments.	TOTAL EXPENDI- TURE.	In Hand.	Overspent.	Money Borrowed.	Unpaid Interest.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
56 18 0	13 3 8	- - -	27 7 11	117 9 3	- - -	- - -	- - -	- - -	1,382 14 5	248 5 4	11 11 10	- - -	- - -	-
54 15 6	44 4 9	- - -	- - -	110 16 10	- - -	- - -	- - -	0 1 0	1,549 16 5	247 9 0	109 3 0	- - -	- - -	-
32 18 2	13 0 3	- - -	287 10 9	273 0 3	380 17 6	- - -	- - -	- - -	2,453 11 10	500 19 11	22 7 0	- - -	- - -	-
8 3 9	7 15 3	- - -	- - -	75 10 0	53 3 4	- - -	- - -	1 1 6	822 16 9	81 9 1	2 6 4	- - -	- - -	-
53 17 1	33 0 2	- - -	278 18 6	410 16 4	202 1 5	- - -	- - -	6 10 11	5,697 19 11	499 6 8	901 8 6	- - -	- - -	-
24 3 1	3 9 2	- - -	95 18 5	176 18 6	559 10 7	- - -	- - -	- - -	2,102 3 11	173 7 5	48 16 10	- - -	- - -	-
90 15 7	114 13 3	- - -	689 15 7	1,164 11 2	1,195 12 10	- - -	- - -	7 13 5	14,009 3 3	1,750 17 5	1,095 13 6	- - -	- - -	-

COUNTY OF NOTTINGHAM.

82 11 8	207 16 8	- - -	- - -	218 5 9	- - -	- - -	- - -	33 12 0	2,962 9 1	790 3 1	119 1 5	- - -	- - -	-
16 2 11	49 3 4	- - -	- - -	165 15 2	- - -	- - -	- - -	0 1 11	1,386 5 6	57 18 3	88 15 5	- - -	- - -	-
33 12 10	205 1 11	116 5 10	- - -	242 17 8	56 9 5	- - -	- - -	77 10 1	4,232 15 8	435 19 6	139 11 0	- - -	- - -	-
31 16 6	103 14 10	- - -	224 10 6	216 9 1	- - -	- - -	- - -	60 5 0	2,677 11 8	103 12 4	466 3 11	- - -	- - -	-
200 1 8	41 11 10	- - -	- - -	188 4 3	138 16 0	- - -	- - -	- - -	958 15 2	212 16 11	43 6 7	- - -	- - -	-
518 4 8	180 14 9	- - -	- - -	222 11 9	257 17 4	- - -	- - -	35 0 11	5,305 17 5	2,314 3 10	96 8 3	- - -	- - -	-
61 1 8	176 9 4	- - -	- - -	189 2 3	- - -	- - -	- - -	60 19 10	2,752 2 3	230 6 0	517 18 0	- - -	- - -	-
310 4 0	199 14 1	- - -	100 0 0	143 17 8	38 19 0	- - -	- - -	43 4 1	1,893 16 7	240 1 7	137 13 7	- - -	- - -	-
713 15 11	1,164 6 9	116 5 10	324 10 6	1,537 3 7	492 1 9	- - -	- - -	310 13 10	22,169 13 4	4,355 1 6	1,610 18 2	- - -	- - -	-

COUNTY OF OXFORD.

6 10 10	89 1 11	- - -	111 10 0	210 5 8	157 11 1	- - -	- - -	11 16 6	2,660 9 0	882 12 1	67 12 1	- - -	- - -	-
79 14 10	99 9 7	- - -	- - -	183 12 3	55 9 10	- - -	- - -	- - -	1,961 16 2	840 6 10	- - -	- - -	- - -	-
623 8 5	95 17 4	- - -	- - -	199 9 9	68 7 0	- - -	- - -	10 8 6	2,621 6 1	668 7 2	- - -	- - -	- - -	-
149 15 3	47 18 2	- - -	- - -	166 15 9	- - -	- - -	- - -	0 7 6	2,318 1 3	418 12 3	15 14 7	- - -	- - -	-
037 13 7	83 6 8	- - -	- - -	331 6 7	- - -	- - -	- - -	1 5 6	3,878 3 9	1,104 15 3	127 14 11	- - -	- - -	-
63 12 2	76 13 5	- - -	- - -	218 4 9	74 14 6	- - -	- - -	1 8 9	2,167 0 4	306 9 10	7 3 0	- - -	- - -	-
236 17 8	51 10 10	- - -	- - -	303 11 6	- - -	- - -	- - -	- - -	1,723 15 0	357 8 6	4 7 1	- - -	- - -	-
796 0 3	23 9 7	- - -	- - -	337 16 11	- - -	- - -	- - -	32 9 0	2,820 0 9	63 17 5	140 6 0	- - -	- - -	-
269 9 10	21 0 3	- - -	- - -	223 0 0	144 16 1	- - -	- - -	- - -	1,630 3 5	302 0 9	44 1 10	- - -	- - -	-
233 2 10	588 7 9	- - -	111 10 0	2,174 3 2	500 18 6	- - -	- - -	57 15 9	22,300 15 9	4,944 10 1	406 19 6	- - -	- - -	-

COUNTY OF SALOP.

253 5 5	158 4 1	- - -	33 16 8	250 0 0	590 19 11	- - -	- - -	13 19 0	3,260 19 1	71 15 6	219 11 3	- - -	- - -	-
245 7 8	36 12 11	1 19 6	94 1 9	248 0 7	150 0 0	- - -	- - -	- - -	2,171 9 11	361 5 11	78 4 1	- - -	- - -	-
59 5 5	6 17 4	2 10 0	- - -	131 8 4	35 13 3	16 0 0	40 0 0	1 8 6	1,114 12 0	182 5 5	21 1 3	290 0 0	- - -	5
41 7 10	62 3 3	- - -	- - -	182 18 9	97 5 0	15 0 0	42 17 0	- - -	1,948 8 6	238 13 5	7 9 7	257 3 0	- - -	5
435 19 8	68 19 1	- - -	158 4 11	330 15 0	49 3 0	- - -	- - -	159 17 6	2,621 9 2	261 4 7	239 18 4	- - -	- - -	-
336 13 6	27 0 11	- - -	- - -	150 12 3	- - -	- - -	- - -	20 8 5	1,171 16 4	622 7 0	103 2 8	- - -	- - -	-
894 14 6	5 0 5	- - -	214 5 0	241 1 0	- - -	- - -	- - -	- - -	1,811 3 2	27 7 9	168 9 11	- - -	- - -	-
133 14 10	29 18 1	- - -	- - -	172 5 3	- - -	- - -	- - -	- - -	1,065 0 11	84 4 5	4 14 11	- - -	- - -	-
854 5 3	18 15 10	- - -	106 18 6	235 15 3	- - -	- - -	- - -	4 11 0	2,355 10 10	81 12 10	193 0 10	- - -	- - -	-
111 19 10	20 1 11	- - -	- - -	133 13 5	- - -	- - -	- - -	- - -	822 5 0	163 7 10	2 1 4	- - -	- - -	-
373 0 3	97 17 7	- - -	- - -	166 14 1	0 10 8	- - -	- - -	3 2 4	1,370 2 1	62 8 0	144 10 3	- - -	- - -	-
215 16 5	81 11 1	- - -	- - -	141 17 0	- - -	- - -	- - -	- - -	1,726 12 1	551 19 6	1 4 8	- - -	- - -	-
4,454 10 7	613 2 6	4 9 6	607 6 10	2,395 0 11	923 11 10	31 0 0	82 17 0	203 6 9	21,439 9 1	2,708 12 2	1,183 9 1	637 3 0	- - -	-

COUNTY OF SOMERSET.

Rateable Value.	NAME OF DISTRICT.	Length of Highways	BALANCE, 31st December 1887.		RECEIPTS.						Manual Labour, including Contract Work.	
			In Hand.	Overspent.	Rates or Assessments.	From Turnpike Trusts.	Money Borrowed.	Other Receipts.	TOTAL RECEIPTS.			
£	Returns.	M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
233,129	Axbridge - - 38	372 7	408 2 6	198 11 4	6,348 0 0	747 12 3	- - -	44 9 0	7,140 1 3	3,319 10 11	29 2	
183,971	Bridgwater - - 39	303 4	472 0 1	166 19 0	3,983 3 8	2 11 3	- - -	27 0 3	4,012 15 2	1,617 10 5	26 4	
114,570	Clutton - - 31	286 2	481 6 8	116 9 3	2,464 13 8	348 15 6	- - -	- - -	2,803 9 2	898 5 6	27 4	
69,126	Crewkerne - - 20	107 0	119 14 4	13 1 11	1,176 0 0	- - -	- - -	7 12 7	1,183 12 7	376 6 8	22 10	
44,337	Dulverton - - 13	230 0	271 0 8	224 2 2	1,820 15 6	60 6 8	- - -	25 0 0	1,906 2 2	1,508 6 8	- -	
40,507	Dunster - - 16	191 5	284 1 4	11 7 5	1,571 10 0	82 0 0	- - -	- - -	1,653 10 0	1,135 4 8	26 3	
94,175	Frome - - 29	173 5	313 19 2	73 13 11	2,015 0 0	- - -	- - -	22 9 0	2,037 9 0	491 15 9	26 7	
83,653	Ilminster - - 31	184 4	86 2 0	116 14 5	1,693 0 0	- - -	- - -	16 8 9	1,709 8 9	740 16 1	26 2	
73,253	Keynham - - 14	117 0	63 17 0	36 2 5	466 5 11	1,377 7 4	- - -	22 8 0	1,866 1 3	760 17 3	26 1	
91,179	Langport - - 22	172 6	340 18 2	323 13 7	2,384 0 0	- - -	- - -	6 18 6	2,390 18 6	692 12 7	33 0	
127,898	Long Ashton - 22	197 5	356 15 2	389 15 2	3,763 6 8	320 16 11	600 0 0	285 16 3	4,969 19 10	4,024 17 8	- -	
89,285	Milverton - - 19	187 0	120 2 1	42 13 6	2,065 0 0	- - -	- - -	- - -	2,065 0 0	826 15 9	12 1	
103,892	Shepton Mallett - 24	188 7	53 11 4	155 13 8	1,885 0 0	- - -	- - -	14 16 6	1,899 16 6	472 6 4	- -	
141,643	Taunton - - 37	240 1	441 12 9	153 14 3	3,446 18 11	14 8 4	- - -	- - -	3,463 7 3	1,273 6 6	11 1	
111,102	Wells - - 17	318 6	534 5 5	79 3 10	2,875 0 0	168 14 0	- - -	44 7 7	3,078 1 7	612 17 5	36 3	
95,552	Weston - - 20	129 4	506 13 9	68 19 1	2,537 5 4	- - -	- - -	0 14 6	2,537 19 10	881 12 6	36 0	
59,513	Williton - - 19	186 2	354 13 8	67 15 2	1,635 0 0	124 12 7	- - -	21 6 6	1,780 19 1	533 7 6	61 3	
139,496	Wincanton - - 42	212 1	262 6 2	244 0 11	2,440 15 8	- - -	- - -	83 17 0	2,524 13 8	947 0 3	48 0	
101,477	Yeovil - - 33	190 3	90 12 8	42 5 7	2,032 16 0	- - -	- - -	22 5 0	2,055 1 0	890 0 11	33 0	
2,006,698		486	3,855 6	5,565 14 11	2,526 16 7	46,595 11 4	3,237 4 10	600 0 0	645 9 5	51,078 5 7	22,033 5 4	473 0

COUNTY OF STAFFORD.

-	Burton-upon-Trent* -	-	-	-	-	-	-	-	-	-	-
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COUNTY OF SUFFOLK.

120,764	Blackbourne	- 48	313 1	183 17 1	192 12 9	2,140 0 0	- - - - -	30 11 9	2,170 11 9	632 0 7	27 0
84,606	Hartismere	- - 32	182 6	98 0 11	106 17 5	1,490 12 0	- - - - -	3 3 8	1,493 15 8	458 7 0	17 0
190,555	Lavenham	- - 55	394 1	647 19 1	332 8 9	3,704 0 0	175 12 3 - - -	106 7 6	3,985 19 9	703 16 3	26 10
73,097	Mildenhall	- - 22	180 0	146 3 2	52 16 6	1,658 0 0	- - - - -	8 7 0	1,666 7 0	536 2 2	40 10
138,085	Wickhambrook	- 51	275 2	900 14 0	75 4 9	3,653 0 0	9 10 0 - - -	2 11 6	3,665 1 6	2,079 19 7	- -
607,086		208	1,345 2	1,978 14 3	762 0 2	12,645 12 0	185 2 3 - - -	151 1 5	12,981 15 8	4,420 5 7	173 0

COUNTY OF SURREY.

50,752	Blackheath	-	-	11	125	0	421	8	2	24	6	0	1,685	7	8	-	-	-	-	-	-	-	-	-	-	1,685	7	8	625	16	10	30 10		
70,071	Chertsey	-	-	9	189	7	200	19	7	162	14	1	1,946	6	0	-	-	-	-	-	-	-	-	-	65	14	1	2,012	0	1	542	10	0	62 10
99,121	Croydon	-	-	9	97	2	174	15	6	117	10	5	2,928	0	0	-	-	-	-	-	-	-	-	111	2	9	3,039	2	9	804	18	10	15 10	
36,647	Dorking	-	-	9	98	4	175	14	7	3	14	11	1,514	0	0	10	18	11	-	-	-	-	-	13	17	1	1,538	16	0	511	9	16	37 5	
79,908	Epsom	-	-	11	73	2	154	15	2	177	2	8	2,593	2	3	164	8	10	-	-	-	-	-	101	8	9	2,658	19	10	464	17	11	-	
33,115	Farnham	-	-	6	123	1	234	8	5	45	11	4	1,402	0	0	-	-	-	-	-	-	-	-	5	0	0	1,407	0	0	330	9	2	21 0	
45,496	Godalming	-	-	10	142	4	394	12	8	-	-	-	2,321	0	0	-	-	-	-	-	-	-	-	28	11	0	2,349	11	0	969	9	0	47 0	
71,242	Godstone	-	-	15	178	5	481	16	4	275	17	4	3,010	18	1	-	-	-	-	-	-	-	-	60	10	0	3,071	8	1	1,117	2	6	76 10	
66,778	Guildford	-	-	13	168	4	695	4	0	36	0	3	842	0	0	23	18	11	-	-	-	-	-	4	1	3	870	0	2	418	14	2	33 5	
172,883	Kingston	-	-	15	99	7	235	9	11	2,535	1	9	6,554	10	11	95	12	0	-	-	-	-	-	195	18	0	6,846	0	11	1,012	0	7	26 0	
84,739	Reigate	-	-	12	164	0	716	19	0	106	2	7	3,313	0	0	-	-	-	-	-	-	-	-	-	-	-	3,313	0	0	1,183	13	6	27 0	
810,752				120	1,409	4	3,836	8	4	3,464	1	4	27,910	4	11	294	18	8	-	-	-	-	-	586	2	11	28,791	6	6	7,990	2	4	438 10	

* This District was dissolved on 31st March 1869 the final accounts cannot be obtained, notwithstanding repeated applications.

† Estimated.

COUNTY OF SOMERSET.

EXPENDITURE.										BALANCE, 31st December 1868.		DEBTS.		Rate of Inter- est per Cent.
Materials.	Trades- men's Bills.	Law Charges.	Improve- ments.	Salaries and Common Charges.	To Turnpike Trusts.	Interest of Debt.	Money Borrowed Repaid.	Other Payments.	TOTAL EXPENDI- TURE.	In Hand.	Overspent.	Money Borrowed.	Unpaid Interest.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
23 4 7	72 2 4	- -	847 19 3	382 1 0	10 3 6	- - -	- - -	30 2 1	6,626 13 11	903 2 6	185 4 0	- -	- -	-
13 1 3	49 3 10	96 9 11	88 9 10	333 5 6	78 5 0	20 16 8	66 13 4	- -	3,835 6 5	565 8 0	82 18 2	350 0 0	- -	5
33 15 2	163 13 9	- -	- - -	297 14 0	41 7 4	- - -	- - -	85 8 8	2,919 12 8	329 0 6	80 6 7	- -	- -	-
05 19 11	149 9 8	- -	- - -	157 8 0	16 10 0	- - -	- - -	- -	1,215 11 6	133 10 10	58 17 4	- -	- -	-
- -	67 4 11	- -	- - -	132 9 7	- - -	13 1 3	12 10 0	54 6 0	1,847 12 5	224 18 0	119 9 9	225 0 0	1 19 4	5½
08 14 0	63 14 5	- -	- - -	176 13 11	- - -	- - -	- - -	- -	1,867 12 1	146 16 8	88 4 10	- -	- -	-
33 13 3	313 17 9	- -	- - -	284 8 8	99 5 0	- - -	- - -	4 5 0	2,076 1 9	241 5 8	39 12 9	- -	- -	-
31 17 9	48 8 8	11 11 3	106 5 8	183 11 11	4 3 0	- - -	- - -	- -	1,653 12 8	110 18 3	85 14 7	- -	- -	-
70 9 2	45 17 2	- -	- - -	268 19 9	2 3 6	- - -	- - -	58 11 2	1,743 3 6	239 12 1	88 19 9	- -	- -	-
57 14 11	34 10 3	- -	229 3 4	281 8 6	439 16 0	- - -	- - -	9 11 10	2,428 12 9	296 7 8	312 17 4	- -	- -	-
- -	- -	27 8 6	456 1 2	229 15 0	- - -	- - -	- - -	10 1 6	4,748 3 10	328 0 7	139 4 7	600 0 0	6 12 0	4½
64 8 3	53 9 5	20 3 6	155 0 5	202 2 8	- - -	- - -	- - -	- -	2,087 9 4	160 4 8	55 5 0	- -	- -	-
09 6 0	25 9 7	- -	56 10 2	225 6 10	21 17 0	- - -	- - -	1 3 5	1,811 19 4	47 11 11	61 17 1	- -	- -	-
17 12 10	16 6 7	11 18 6	194 5 9	263 17 3	- - -	- - -	- - -	- -	3,123 12 7	763 4 8	137 11 6	- -	- -	-
25 13 4	15 9 9	- -	261 19 0	263 5 10	- - -	- - -	- - -	- -	2,519 1 11	1,023 12 4	9 11 1	- -	- -	-
89 4 6	67 4 3	- -	- - -	201 11 1	77 10 0	- - -	- - -	0 1 0	2,413 7 9	618 8 11	51 2 2	- -	- -	-
30 0 11	53 13 4	- -	87 9 9	247 19 5	- - -	- - -	- - -	- -	1,665 13 10	411 11 9	9 8 0	- -	- -	-
16 15 11	166 0 0	- -	- - -	229 12 8	147 7 0	- - -	- - -	120 5 2	2,389 19 8	274 12 1	121 13 10	- -	- -	-
360 5 2	43 19 7	- -	- - -	237 18 5	13 15 0	- - -	- - -	- -	1,872 15 10	269 7 0	38 14 9	- -	- -	-
856 16 11	1,448 15 3	187 11 8	2,483 4 4	4,654 10 0	952 2 4	33 17 11	79 3 4	373 15 10	48,796 3 9	7,087 13 3	1,766 13 1	1,175 0 0	8 11 4	-

COUNTY OF STAFFORD.

-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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COUNTY OF SUFFOLK.

884 3 3	80 19 6	- -	- - -	309 13 0	- - -	- - -	- - -	9 10 3	2,133 17 9	237 17 0	209 18 8	- -	- -	-
730 12 3	62 8 2	- -	175 7 9	184 11 8	- - -	- - -	- - -	5 13 6	1,714 10 10	66 8 10	296 0 6	- -	- -	-
114 17 8	269 8 5	- -	184 9 9	595 9 8	- - -	39 0 4	87 0 0	25 8 0	3,918 5 5	605 0 2	221 15 6	710 10 0	6 11 11	5
160 19 7	72 3 2	- -	132 17 8	229 15 0	- - -	10 0 0	- - -	- -	1,541 17 2	219 16 6	- - -	200 0 0	- -	5
954 1 7	279 5 3	81 2 10	- - -	287 12 8	- - -	- - -	- - -	10 8 0	3,692 9 11	1,027 17 7	229 16 9	- -	- -	-
844 14 4	754 4 6	81 2 10	492 15 2	1,507 2 0	- - -	49 0 4	87 0 0	50 19 8	13,001 1 1	2,157 0 1	959 11 5	910 10 0	6 11 11	-

COUNTY OF SURREY.

551 13 10	35 19 8	- -	- - -	211 9 4	65 0 0	- - -	- - -	- - -	1,801 13 2	347 0 6	66 3 10	- -	- -	-
240 18 11	154 9 1	- -	- - -	215 13 2	- - -	- - -	- - -	11 7 11	1,733 18 1	309 2 10	52 15 4	- -	- -	-
597 9 1	150 0 0	34 8 10	- - -	325 15 9	- - -	- - -	- - -	- -	3,060 10 4	207 4 4	171 6 10	- -	- -	-
232 19 7	82 3 6	- -	- - -	183 6 4	- - -	48 15 0	- - -	2 8 4	1,438 11 1	284 2 2	11 17 7	1,000 0 0	- -	5
843 19 0	29 10 1	- -	794 16 6	316 1 6	32 9 3	- - -	- - -	- -	2,461 14 3	261 2 7	106 4 6	- -	- -	-
544 14 6	29 15 0	3 3 0	42 6 3	220 3 6	- - -	- - -	- - -	5 17 4	1,390 7 8	205 9 5	- -	- -	- -	-
401 10 4	97 18 6	18 1 2	356 16 8	177 19 0	- - -	- - -	- - -	- -	2,469 2 2	376 2 10	131 1 4	- -	- -	-
632 14 5	31 12 8	36 1 4	100 14 4	318 17 5	- - -	- - -	- - -	32 10 9	3,014 14 9	316 16 7	104 4 3	- -	- -	-
525 2 11	40 6 3	- -	- - -	185 9 9	- - -	- - -	- - -	- -	1,544 18 6	87 1 4	102 15 11	- -	- -	-
2,150 13 5	431 15 2	- -	- - -	444 8 0	- - -	- - -	- - -	442 1 2	4,781 14 9	413 1 10	648 7 6	- -	- -	-
836 0 7	101 1 4	37 3 0	591 13 4	315 0 0	- - -	58 1 1	60 0 0	15 18 4	4,154 13 8	75 4 1	306 1 4	1,140 0 0	11 11 7	5
3,559 16 7	1,184 11 3	128 17 4	1,896 7 1	2,914 3 9	97 9 3	106 16 1	60 0 0	509 18 10	27,961 18 5	2,883 8 6	1,700 18 5	2,140 0 0	11 11 7	-

* Including expense of watering.

COUNTY OF SUSSEX.

Rateable Value.	NAME OF DISTRICT.	Length of Highways	BALANCE, 31st December 1867.		RECEIPTS.					Manual Labour, including Contract Work.	Total Labour.
			In Hand.	Overspent.	Rates or Assessments.	From Turnpike Trusts.	Money Borrowed.	Other Receipts.	TOTAL RECEIPTS.		
	Returns.	M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
140,042	Hastings - - 32	*210 0	594 18 3	107 14 4	4,502 0 0	- - -	- - -	- - -	4,502 0 0	1,510 4 4	1,510 4 4
50,564	Mark Cross - - 4	156 0	588 12 4	317 13 5	3,320 0 0	57 5 4	- - -	10 0 0	3,387 5 4	645 8 0	645 8 0
190,606	36	366 0	1,183 10 7	425 7 9	7,822 0 0	57 5 4	- - -	10 0 0	7,889 5 4	2,155 12 4	2,155 12 4

* Including 11 m. 7 fur. of Turnpike Road repaired out of Highway Rates.

COUNTY OF WARWICK.

61,627	Alcester - - 17	102 6	132 16 1	107 1 2	988 0 0	- - -	- - -	- - -	988 0 0	531 4 7	531 4 7
53,183	Henley-in-Arden - 17	161 2	69 11 2	110 1 7	1,017 10 0	- - -	200 0 0	27 19 0	1,245 9 0	436 11 11	436 11 11
55,664	Kineton - - 23	91 3	200 5 8	143 16 7	2,941 3 0	- - -	- - -	29 3 7	2,970 6 7	858 4 0	858 4 0
51,193	Stratford-upon-Avon 21	93 3	238 7 2	17 6 1	1,454 15 0	- - -	- - -	- - -	1,454 15 0	601 6 3	601 6 3
226,617	78	448 6	641 0 1	378 5 5	6,401 8 0	- - -	200 0 0	57 2 7	6,658 10 7	2,427 6 9	2,427 6 9

COUNTY OF WILTS.

64,277	Amesbury - - 23	95 2	79 3 6	162 18 5	738 0 0	- - -	- - -	- - -	738 0 0	323 2 7	323 2 7
46,126	Calne - - 11	78 0	214 4 3	215 5 8	2,199 0 0	- - -	- - -	153 10 6	2,352 10 6	463 19 2	463 19 2
130,957	Chippenham - - 29	221 0	191 15 1	286 10 10	2,948 18 11	- - -	- - -	0 17 0	2,949 15 11	1,885 16 3	1,885 16 3
51,215	Cricklade - - 12	70 4	93 13 10	37 8 2	1,420 12 3	- - -	- - -	26 16 2	1,447 8 5	383 14 2	383 14 2
103,951	Devizes - - 29	217 7	203 7 0	596 17 3	2,937 15 3	85 6 3	- - -	42 5 0	3,065 6 6	1,038 17 8	1,038 17 8
75,237	Everley & Pewsey - 27	169 4	202 1 6	93 1 5	1,508 0 0	46 5 6	- - -	4 19 6	1,559 5 0	453 15 4	453 15 4
100,522	Hindon - - 31	271 1	481 7 0	277 0 3	3,901 10 0	- - -	130 0 0	75 7 4	4,106 17 4	1,582 1 3	1,582 1 3
103,178	Malmesbury - - 28	232 7	508 6 5	355 12 8	2,782 1 6	- - -	- - -	- - -	2,782 1 6	915 6 4	915 6 4
97,848	Marlborough - - 25	253 4	455 17 2	11 11 5	1,665 0 0	- - -	- - -	34 13 3	1,699 13 3	828 14 3	828 14 3
123,382	Salisbury - - 48	308 4	435 6 7	349 5 6	2,759 11 2	- - -	- - -	50 9 4	2,810 0 6	990 13 3	990 13 3
130,285	Swindon - - 21	181 3	296 5 5	411 17 8	5,326 0 0	190 13 7	- - -	- - -	5,522 13 7	1,245 17 3	1,245 17 3
124,331	Trowbridge - - 27	146 0	185 15 7	215 15 5	3,166 15 0	- - -	- - -	27 12 6	3,194 7 6	1,170 19 3	1,170 19 3
68,146	Warminster - - 23	104 1	123 15 1	44 18 11	1,113 0 0	- - -	120 0 0	19 10 0	1,262 10 0	582 13 11	582 13 11
1,219,477	334	2,340 5	3,460 18 5	3,058 3 7	32,466 4 1	328 5 4	250 0 0	436 0 7	33,480 10 0	11,865 10 10	11,865 10 10

COUNTY OF WORCESTER.

56,830	Evesham - - 19	71 0	453 3 4	13 11 3	1,355 11 2	7 17 0	- - -	13 5 6	1,376 13 8	690 18 2	690 18 2
84,096	Kidderminster - - 14	141 7	181 2 7	74 1 9	1,312 0 0	- - -	- - -	2 19 11	1,314 19 11	597 14 11	597 14 11
102,493	Martley - - 26	147 1	756 15 4	83 0 2	2,465 0 0	- - -	200 0 0	18 4 0	2,663 4 6	433 17 1	433 17 1
64,900	Redditch - - 10	159 2	293 3 11	70 15 6	1,308 13 9	- - -	- - -	- - -	1,308 13 9	937 12 9	937 12 9
60,278	Shipston-on-Stour 9	116 7	276 1 6	204 7 9	2,330 2 5	- - -	- - -	9 16 2	2,339 18 7	477 16 2	477 16 2
49,134	Tenbury - - 19	93 4	81 3 5	148 9 11	1,415 0 0	- - -	- - -	8 0 0	1,423 0 0	751 16 2	751 16 2
100,925	Upton-on-Severn - 20	157 0	232 6 4	46 18 7	1,751 1 9	- - -	- - -	15 6 0	1,766 7 9	404 1 4	404 1 4
68,187	Upton Snodsbury - 38	121 3	328 11 2	172 2 10	1,915 7 8	- - -	- - -	- - -	1,915 7 8	594 15 4	594 15 4
586,243	150	1,008 0	2,602 7 7	813 7 9	13,852 16 9	7 17 0	200 0 0	67 12 1	14,123 5 10	4,878 11 11	4,878 11 11

COUNTY OF SUSSEX.

EXPENDITURE.										BALANCE, 31st December 1868.		DEBTS.		Rate of Inter- est per Cent.
Materials.	Trades- men's Bills.	Law Charges.	Improve- ments.	Salaries and Common Charges.	To Turnpike Trusts.	Interest of Debt.	Money Borrowed Repaid.	Other Payments.	TOTAL EXPENDI- TURE.	In Hand.	Overspent.	Money Borrowed.	Unpaid Interest.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
493 15 9	254 15 3	- - -	- - -	423 6 5	415 0 1	- - -	- - -	9 14 4	4,468 3 3	604 12 1	83 11 5	-	-	-
1,743 9 4	95 4 0	- - -	457 3 6	235 1 5	- - -	23 4 3	- - -	3 13 3	3,538 1 6	184 19 7	114 16 10	950 0 0	23 4 3	5
2,237 5 1	349 19 3	- - -	457 3 6	668 7 10	415 0 1	23 4 3	- - -	13 7 7	8,056 4 9	789 11 8	198 8 3	950 0 0	23 4 3	-

COUNTY OF WARWICK.

108 5 11	65 6 5	- - -	- - -	164 6 9	- - -	- - -	- - -	15 7 10	1,024 8 7	48 3 0	58 16 8	-	-	-
179 17 2	233 2 3	19 1 4	46 0 0	144 13 8	- - -	10 0 0	10 0 0	8 0 0	1,140 6 7	152 4 5	87 12 5	190 0 0	- - -	5
684 3 0	131 8 2	- - -	- - -	172 10 9	396 17 7	- - -	- - -	- - -	2,861 6 11	338 15 2	173 6 5	-	-	-
221 19 8	45 0 9	- - -	97 6 4	186 18 0	58 16 0	- - -	- - -	3 3 2	1,392 8 3	315 12 11	32 5 1	-	-	-
1,194 5 9	474 17 7	19 1 4	143 6 4	668 9 2	465 13 7	10 0 0	10 0 0	26 11 0	6,418 10 4	854 15 6	352 0 7	190 0 0	-	-

COUNTY OF WILTS.

3 14 10	27 3 5	- - -	- - -	117 4 3	48 18 2	5 0 0	10 0 0	- - -	682 17 0	143 0 3	171 12 2	90 0 0	- - -	5
933 2 1	69 14 10	- - -	- - -	228 4 3	374 15 0	- - -	- - -	- - -	2,434 17 4	114 13 3	198 1 6	-	-	-
305 3 8	50 5 1	- - -	- - -	222 8 6	50 8 0	- - -	- - -	164 5 11	2,934 9 0	142 18 10	222 7 8	-	-	-
682 16 0	33 17 9	- - -	- - -	112 12 6	60 17 6	- - -	- - -	72 13 0	1,486 10 11	59 5 1	42 1 11	-	-	-
359 8 6	100 5 8	- - -	21 4 2	266 8 4	- - -	- - -	- - -	66 4 2	2,767 1 10	181 14 1	276 19 8	-	-	-
147 13 9	85 12 8	- - -	- - -	207 16 8	- - -	1 5 0	*75 0 0	385 0 0	1,582 13 11	222 1 4	136 15 2	-	-	-
894 1 9	216 0 9	5 0 0	130 0 0	366 9 11	- - -	- - -	- - -	- - -	4,070 16 8	413 12 2	173 4 9	130 0 0	- - -	5
835 14 11	76 12 1	- - -	- - -	214 19 1	97 13 10	57 0 0	60 0 0	- - -	2,780 14 1	347 11 3	193 10 1	1,080 0 0	27 0 0	5
121 13 1	193 8 10	- - -	- - -	267 12 4	10 0 0	- - -	- - -	- - -	1,821 10 3	390 11 3	78 2 6	-	-	-
1,163 13 4	72 3 8	- - -	- - -	385 19 3	- - -	- - -	- - -	2 13 0	2,914 13 0	353 7 2	377 3 7	-	-	-
2,136 0 4	150 18 11	- - -	- - -	271 8 7	265 15 8	- - -	- - -	- - -	5,197 16 4	673 4 7	463 19 7	-	-	-
592 1 5	68 11 11	- - -	44 16 10	259 0 6	22 0 0	- - -	- - -	50 2 6	2,802 13 6	396 19 10	35 10 8	-	-	-
58 3 7	47 5 9	27 16 0	152 18 9	178 13 0	18 0 0	9 16 0	33 0 0	23 4 0	1,205 17 7	168 14 9	43 6 2	271 0 0	-	-
8,223 12 3	1,192 1 4	32 16 0	348 19 9	3,096 17 2	948 8 2	73 1 0	178 0 0	764 2 7	32,683 6 5	3,612 13 10	2,412 15 5	1,571 0 0	27 0 0	-

* Including 50*l.* balance of a loan obtained previous to the formation of the District.

COUNTY OF WORCESTER.

344 0 3	66 13 5	- - -	- - -	96 4 6	- - -	- - -	- - -	0 15 9	1,590 3 2	273 8 5	47 5 10	-	-	-
219 2 3	19 1 10	- - -	2 14 0	166 7 3	- - -	- - -	- - -	17 9 0	1,157 14 7	265 11 2	1 5 0	-	-	-
652 18 3	32 18 2	- - -	565 14 3	361 12 6	55 0 0	43 13 0	105 0 0	- - -	2,703 16 11	719 16 6	66 13 9	840 0 0	18 18 0	6
262 2 9	106 14 2	- - -	- - -	187 1 3	- - -	- - -	- - -	15 9 0	1,665 6 1	27 5 11	161 9 10	-	-	-
865 3 6	34 17 3	- - -	45 0 7	226 10 3	97 19 4	- - -	- - -	15 7 3	2,251 1 6	254 5 1	93 14 3	-	-	-
18 16 10	19 5 4	20 15 9	- - -	156 19 9	35 18 4	- - -	- - -	3 2 5	1,275 15 3	109 1 3	29 3 0	-	-	-
536 19 6	42 15 2	- - -	71 11 0	197 1 6	- - -	- - -	- - -	- - -	1,728 1 10	234 16 9	11 3 1	-	-	-
334 4 5	30 9 11	- - -	294 7 3	266 0 6	- - -	7 15 0	10 0 0	- - -	1,867 16 3	269 4 1	65 4 4	145 0 0	- - -	5
8,233 7 9	852 15 3	20 15 9	979 7 1	1,657 17 6	188 17 8	51 8 0	115 0 0	52 3 5	14,239 15 7	2,153 9 2	475 19 1	965 0 0	18 18 0	-

COUNTY OF YORK.

Rateable Value.	NAME OF DISTRICT.	Length of Highways	BALANCE, 31st December 1887.		RECEIPTS.					Manual Labour, including Contract Work.	Total Labour.	
			In Hand.	Overspent.	Rates or Assessments.	From Turnpike Trusts.	Money Borrowed.	Other Receipts.	TOTAL RECEIPTS.			
NORTH RIDING.												
£	Returns.	M. P.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
35,581	Askrigg - - 12	162 4	91 5 4	6 6 0	593 0 4	142 1 9	- - -	1 2 0	736 4 1	144 13 6	8 3 2	
131,793	Birdforth* - - 63	214 6	364 4 6	27 6 7	2,778 1 11	5 7 0	- - -	- - -	2,783 8 11	1,342 11 10	292 12 6	
88,719	Bulmer, East* - 29	148 4	136 8 3	25 16 0	2,601 18 7	- - -	- - -	- - -	2,601 18 7	841 7 1	378 12 7	
109,013	Bulmer, West* - 32	167 0	259 12 4	- - -	2,383 0 0	- - -	- - -	22 7 6	2,405 7 6	894 12 11	343 3 3	
49,493	Greta Bridge - 21	127 2	84 0 3	5 10 10	677 5 6	- - -	- - -	36 9 0	713 14 6	366 10 9	57 6 4	
77,844	Hang, East* - 34	154 0	223 19 4	7 15 7	1,049 13 0	- - -	- - -	4 16 0	1,054 9 0	706 13 9	81 19 4	
85,558	Langbaurgh, East* 22	178 5	376 16 8	15 4 5	2,535 9 0	- - -	- - -	7 10 0	2,572 19 0	797 0 7	530 13 7	
96,659	Langbaurgh, West* 39	206 2	162 1 6	7 16 9	2,691 0 0	- - -	- - -	18 6 0	2,709 6 0	1,063 8 5	577 11 4	
59,978	Leyburn* - - 32	144 5	51 12 8	- - -	1,140 16 2	91 15 9	- - -	- - -	1,232 11 11	1,520 18 1	- - -	
38,253	Malton* - - 20	175 0	110 16 3	- - -	878 10 0	- - -	- - -	- - -	878 10 0	396 6 7	192 11 2	
108,003	Northallerton* - 49	166 7	249 5 4	2 5 8	1,539 0 0	- - -	- - -	- - -	1,539 0 0	800 7 0	246 15 2	
62,714	Pickering Lythe, } East* - 25	109 4	178 3 6	21 9 4	1,653 5 0	- - -	- - -	- - -	1,653 5 0	422 5 6	142 16 2	
42,640	Pickering Lythe, } West* - 23	121 2	- - -	- - -	1,378 2 6	- - -	- - -	- - -	1,378 2 6	645 18 2	296 15 7	
123,882	Richmond* - - 46	222 2	116 13 5	- - -	1,288 18 11	42 12 6	- - -	- - -	1,331 11 5	633 18 2	57 4 6	
81,650	Ryedale* - - 53	267 6	70 7 7	10 2 8	2,309 0 0	- - -	- - -	- - -	2,309 0 0	933 11 8	982 9 4	
58,347	Whitby Strand* - 21	301 2	165 1 8	6 18 7	2,436 14 9	- - -	- - -	14 4 1	2,450 18 10	919 13 6	551 4 7	
WEST RIDING.												
65,591	Ecclesfield & Bradfield 2	177 0	226 5 1	911 12 3	4,003 10 11	- - -	- - -	36 5 0	4,039 15 11	1,943 10 2	382 9 4	
102,933	Settle - - - 31	254 6	304 18 0	155 14 8	1,684 0 0	157 10 0	- - -	49 18 3	1,891 8 3	869 13 6	293 12 2	
123,510	Staincliffe, East - 56	1264 0	103 9 3	2,092 11 1	4,387 11 10	72 9 8	- - -	72 16 9	4,532 18 3	763 9 4	- - -	
182,517	Strafforth and Tickhill Lower - } 54	292 4	888 5 9	100 11 10	7,546 0 0	120 0 0	- - -	74 1 11	7,740 1 11	2,942 17 8	1,894 6 7	
1,722,783		664	3,845 5	4,161 6 8	3,397 2 3	45,584 18 5	631 16 8	- - -	337 16 6	46,554 11 7	19,008 8 2	6,667 11 1

* For about 9 months. † Estimated.

NORTH WALES.

COUNTY OF DENBIGH.

34,296	Abergele - - 6	124 0	67 12 1	27 5 9	718 6 4	- - -	- - -	2 2 0	720 8 4	399 11 11	111 9 4
41,208	Llangollen - - 11	240 6	175 2 2	71 15 7	1,545 12 0	- - -	- - -	2 0 0	1,547 12 0	1,011 8 6	- - -
34,991	Llanrwst - - 9	280 0	64 14 4	24 4 3	855 3 4	- - -	- - -	- - -	855 3 4	462 18 3	79 4 5
52,334	Ruthin - - 15	194 0	85 17 10	53 9 0	916 0 0	- - -	- - -	- - -	916 0 0	493 0 9	96 15 3
117,011	Wrexham - - 32	252 0	570 7 5	104 11 10	2,894 0 0	- - -	- - -	4 0 0	2,898 0 0	1,413 0 0	617 1 5
279,840		73	1,070 6	963 18 10	281 6 5	6,929 1 8	- - -	8 2 0	6,937 3 8	3,680 19 5	694 6 11

COUNTY OF YORK.

EXPENDITURE.										BALANCE, 31st December 1868.		DEBTS.		Rate of Inter- est per Cent.
Materials.	Trades- men's Bills.	Law Charges.	Improve- ments.	Salaries and Common Charges.	To Turnpike Trusts.	Interest of Debt.	Money Borrowed Repaid.	Other Payments.	TOTAL EXPENDI- TURE.	In Hand.	Overspent.	Money Borrowed.	Unpaid Interest.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
333 0 0	0 6 0	- - -	- - -	94 14 5	- - -	- - -	- - -	1 0 0	585 8 4	268 15 1	28 0 0	-	-	-
517 4 2	75 3 0	- - -	- - -	221 6 7	26 15 0	- - -	- - -	15 8 2	2,496 2 0	765 8 7	143 3 9	-	-	-
924 11 4	179 18 1	- - -	76 7 7	185 9 4	137 6 0	- - -	- - -	-	2,723 12 0	365 10 9	376 11 11	-	-	-
728 8 8	57 14 11	- - -	- - -	170 6 8	178 19 11	- - -	- - -	7 11 0	2,380 17 4	394 12 8	110 10 2	-	-	-
27 11 10	10 16 6	- - -	- - -	110 2 0	- - -	- - -	- - -	20 4 6	621 15 7	194 7 8	23 19 4	-	-	-
128 9 2	40 0 4	- - -	- - -	133 9 2	- - -	- - -	- - -	-	1,099 12 2	263 19 5	92 18 10	-	-	-
622 16 8	59 15 8	- - -	- - -	178 5 3	- - -	- - -	- - -	10 14 4	2,219 7 11	738 6 5	23 3 1	-	-	-
717 19 2	53 2 11	- - -	- - -	201 5 9	- - -	- - -	- - -	37 11 4	2,671 3 7	245 8 0	53 0 10	-	-	-
- - -	- - -	- - -	- - -	181 9 2	- - -	- - -	- - -	-	1,702 7 3	49 19 2	468 1 10	-	-	-
391 7 9	68 14 8	- - -	- - -	59 15 7	- - -	- - -	- - -	-	1,108 16 5	47 1 5	166 11 7	-	-	-
769 19 4	50 11 11	- - -	- - -	168 16 2	18 12 6	- - -	- - -	9 0 7	2,063 13 11	29 3 8	306 17 11	-	-	-
930 12 0	0 3 6	- - -	- - -	147 17 6	- - -	- - -	- - -	-	1,643 14 8	407 4 7	241 0 1	-	-	-
218 9 5	25 0 5	- - -	- - -	124 6 11	- - -	- - -	- - -	5 3 0	1,335 13 4	173 8 5	139 14 3	-	-	-
235 12 0	18 17 8	- - -	- - -	193 12 11	4 0 0	- - -	- - -	104 14 1	1,298 3 4	309 7 6	159 6 0	-	-	-
634 18 1	76 14 8	- - -	- - -	140 18 1	60 6 0	- - -	- - -	1 9 1	2,539 5 7	161 8 4	331 9 0	-	-	-
729 13 5	133 12 8	- - -	- - -	250 2 6	- - -	- - -	- - -	17 11 4	2,601 18 0	120 4 9	113 0 10	-	-	-
617 10 10	107 8 5	- - -	- - -	262 10 2	43 0 0	- - -	- - -	94 14 9	3,451 3 8	469 11 8	566 6 7	-	-	-
359 8 10	36 14 2	15 1 8	21 14 11	214 9 8	- - -	- - -	- - -	47 0 11	1,767 15 10	328 0 9	55 5 0	-	-	-
2,419 9 5	59 11 4	23 12 5	990 12 1	271 14 3	14 18 4	4 10 0	10 0 0	0 2 6	4,552 19 8	71 0 2	2,080 3 5	80 0 0	-	5
1,390 9 2	138 12 3	11 15 5	720 7 4	324 15 6	155 2 8	- - -	- - -	23 0 6	7,311 8 3	1,234 8 6	20 0 11	-	-	-
12,730 11 3	1,201 10 1	55 9 6	1,809 1 11	3,635 7 7	639 0 5	4 10 0	10 0 0	395 6 1	46,176 18 10	6,632 2 6	5,490 5 4	80 0 0	-	-

NORTH WALES.

COUNTY OF DENBIGH.

22 18 11	9 17 4	- - -	- - -	123 2 0	82 0 0	- - -	- - -	0 4 0	650 3 6	113 18 8	3 7 6	-	-	-
280 0 4	- - -	- - -	- - -	148 2 11	37 12 0	- - -	- - -	0 1 0	1,477 4 9	255 17 3	82 3 5	-	-	-
26 3 1	15 16 6	- - -	- - -	136 11 6	139 10 0	- - -	- - -	-	860 4 0	89 17 5	54 8 0	-	-	-
99 19 5	16 16 6	9 16 0	- - -	200 17 1	- - -	- - -	- - -	-	998 3 0	76 1 4	35 15 6	-	-	-
70 6 0	39 12 6	- - -	176 4 6	274 0 7	- - -	- - -	- - -	72 13 5	2,662 18 8	715 0 9	14 3 10	-	-	-
499 7 9	82 2 10	9 16 0	176 4 6	882 14 1	259 2 0	- - -	- - -	72 18 5	6,558 13 11	1,250 15 5	189 18 8	-	-	-

SOUTH WALES.

(Under 23rd and 24th Victoria, cap. 68.)

COUNTY OF BRECON. - - - - -

NAMES OF DISTRICTS.	Length of Highways.	BALANCE, 25th March 1867.		RECEIPTS.			Mannual Labour.
		In Hand.	Overspent.	Rates or Assessments.	Other Receipts.	TOTAL RECEIPTS.	
Returns.	M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Brecon - - - 30	192 0	43 13 10	158 13 10	1,567 0 0	- - -	1,567 0 0	819 3 3
Builth - - - 21	196 6	26 1 0	49 2 1	874 15 0	65 0 0	939 15 0	331 4 10
Crickhowell - - 13	153 7	110 16 0	38 13 6	948 10 0	3 10 6	952 0 6	600 1 0
Devynnock - - 12	217 0	69 4 11	54 6 0	895 0 0	- - -	895 0 0	610 9 11
Talgarth - - - 26	148 2	62 13 9	143 13 1	1,470 0 0	- - -	1,470 0 0	425 8 10
Vaynor - - - 6	74 3	90 3 6	- - -	430 0 0	1 0 0	431 0 0	255 12 5
Ystradgunlais - 8	30 4	54 18 0	0 16 3	262 10 0	- - -	262 10 0	126 13 7
116	1,012 6	457 11 0	445 4 9	6,447 15 0	69 10 6	6,517 5 6	3,168 13 10

COUNTY OF CARDIGAN. - - - - -

Aberayron - - - 14	293 4	67 4 0	16 5 8	632 0 0	- - -	632 0 0	391 10 11
Cardigan - - - 8	71 1	78 18 7	9 4 7	269 19 2	- - -	269 19 2	131 5 6
Geneurglyn, Lower - 11	87 6	7 13 6	9 1 0	307 10 0	- - -	307 10 0	165 11 4
Geneurglyn, Upper - 7	62 4	- - -	- - -	253 0 0	- - -	253 0 0	107 8 7
Lampeter - - - 10	97 6	58 11 6	34 0 10	242 0 0	- - -	242 0 0	155 1 10
Llandyssil - - - 3	*61 0	0 13 1	1 15 8	154 4 1	- - -	154 4 1	70 6 10
Newcastle Emlyn - 9	106 6	6 0 11	15 13 3	362 9 8	- - -	362 9 8	190 9 3
Tregaron, Lower - 15	91 2	35 17 2	21 10 2	322 5 0	- - -	322 5 0	213 5 0
Tregaron, Upper - 12	90 5	3 8 10	34 0 6	300 14 0	9 0 0	309 14 0	186 1 10
Ystwyth, Lower - 7	90 0	25 14 8	10 17 6	295 0 0	- - -	295 0 0	201 13 1
Ystwyth, Upper - 5	94 0	0 11 0	1 3 11	287 0 0	- - -	287 0 0	153 12 6
101	1,146 2	284 13 3	153 13 1	3,426 1 11	9 0 0	3,435 1 11	1,966 6 7

* Decreased 12 miles, roads not now repaired.

COUNTY OF CARMARTHEN. - - - - -

Carmarthen - - - 13	216 2	198 13 0	33 16 9	509 7 9	0 2 3	509 10 0	290 3 3
Cleara, St. - - - 13	104 6	63 15 8	51 13 3	803 19 7	7 5 0	811 4 7	274 12 10
Cross Inn - - - 30	117 6	51 17 7	26 0 0	470 0 0	- - -	470 0 0	272 10 3
Kidwelly - - - 1	10 0	- - -	37 15 5	83 14 9	0 12 3	84 7 0	35 8 1
Llanboidy - - - 11	162 0	24 6 11	69 6 3	1,518 0 0	17 5 0	1,535 5 0	351 8 0
Llandilofawr - - 18	143 7	57 5 11	26 5 10	579 0 0	- - -	579 0 0	301 11 5
Llandovery - - - 14	170 6	49 0 3	19 0 4	843 0 0	- - -	843 0 0	508 16 11
Llanelly - - - 13	118 1	436 10 8	14 11 0	645 8 11	- - -	645 8 11	757 5 6
Llangadock - - - 12	89 4	81 4 4	19 9 0	345 16 2	12 0 0	357 16 2	148 3 0
Llangendeirne - - 7	161 0	128 14 8	- - -	941 4 8	- - -	941 4 8	301 10 9
Llanllawddog - - 6	96 0	3 13 4	25 2 8	286 3 11	- - -	286 3 11	146 2 2
Llansawel - - - 16	154 1	154 6 1	65 7 1	520 0 0	- - -	520 0 0	344 1 0
Newcastle Emlyn - 6	110 6	1 5 1	10 14 11	359 0 0	2 0 0	361 0 0	107 13 7
160	1,654 7	1,250 13 6	399 2 6	7,904 15 9	39 4 6	7,944 0 3	3,839 6 3

SOUTH WALES.

(Under 23rd and 24th Victoria, cap. 68.)

COUNTY OF BRECON.

EXPENDITURE.						BALANCES, 25th March 1868.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
- - -	351 7 2	40 2 2	172 17 6	35 17 11	1,419 8 0	67 3 3	34 11 3
- - -	464 6 11	13 12 1	111 13 0	1 10 0	932 6 10	12 7 1	18 0 0
120 19 2	51 3 0	42 19 4	150 0 2	29 14 1	994 16 9	87 4 5	57 18 2
- - -	139 11 9	2 9 8	132 12 0	16 19 0	902 2 4	52 11 11	44 15 4
- - -	349 17 6	12 17 2	135 0 0	32 6 5	955 9 11	474 13 8	41 2 11
47 7 11	28 15 3	18 11 6	90 0 0	10 16 8	451 3 9	69 19 9	-
- - -	53 10 10	- - -	80 0 0	10 5 0	270 9 5	46 2 4	-
168 7 1	1,438 12 5	130 11 11	872 2 8	137 9 1	5,915 17 0	810 2 5	196 7 8

COUNTY OF CARDIGAN.

150 12 1	- - -	- - -	73 15 3	1 5 0	617 3 3	71 16 1	6 1 0
14 8 10	35 12 4	- - -	62 19 9	8 6 10	252 13 3	94 16 2	7 16 3
34 10 0	45 17 6	4 2 9	57 10 10	3 14 0	311 6 5	0 8 2	5 12 1
37 15 6	23 14 7	2 10 0	57 10 0	9 18 4	238 17 0	19 1 8	4 18 8
52 1 0	- - -	- - -	48 5 0	2 9 3	257 17 1	38 15 4	30 1 9
15 11 9	40 0 0	- - -	31 0 0	- - -	156 18 7	- - -	3 17 1
25 15 6	79 14 10	3 8 9	65 0 0	- - -	364 3 3	3 8 5	14 14 4
75 4 2	4 3 1	5 0 6	60 0 0	7 1 6	364 14 3	24 17 11	53 0 2
24 6 11	42 14 4	3 16 10	60 0 0	6 19 6	323 19 5	6 16 5	51 13 6
17 3 9	48 2 6	5 19 4	57 10 0	- - -	330 8 8	4 14 11	25 6 5
24 12 6	50 19 7	2 18 0	56 9 0	2 3 2	290 14 9	0 7 0	4 14 8
472 2 0	370 18 9	27 11 2	629 19 10	41 17 7	3,508 15 11	265 2 1	207 15 11

COUNTY OF CARMARTHEN.

34 1 0	155 13 3	38 11 10	110 0 0	11 9 6	639 18 10	146 16 1	112 8 8
25 2 3	408 0 9	20 14 9	115 0 0	4 2 2	847 12 9	19 6 3	43 12 0
7 15 0	150 16 6	4 2 11	67 10 0	35 10 5	538 5 0	25 6 1	67 13 6
20 0 10	13 4 4	3 17 9	15 10 0	- - -	88 1 0	- - -	41 9 5
48 10 0	984 15 0	20 0 8	115 0 0	25 0 11	1,544 14 7	22 10 11	76 19 10
46 2 10	119 3 1	14 18 0	103 6 2	21 19 8	607 1 2	50 13 10	47 14 11
70 1 6	225 2 1	5 13 0	95 0 0	6 17 1	911 10 7	32 17 4	71 8 0
- - -	0 2 0	7 14 7	119 0 0	4 0 1	888 2 2	236 6 0	56 19 7
4 4 6	124 8 0	5 14 0	58 0 0	15 0 8	355 10 2	68 6 1	4 4 9
6 19 5	530 19 7	27 11 1	105 0 0	41 4 11	1,013 5 9	65 18 6	9 4 11
17 3 6	64 18 3	6 1 7	56 5 0	3 3 3	293 13 9	0 5 0	29 4 2
19 16 0	213 17 10	- - -	100 15 0	7 12 6	686 2 4	48 9 8	125 13 0
33 11 6	124 3 10	3 2 10	70 5 0	3 14 3	342 11 0	13 13 2	4 14 0
333 8 4	3,115 4 6	158 3 0	1,130 11 2	179 15 5	8,756 9 1	730 8 11	691 6 9

COUNTY OF GLAMORGAN.

NAMES OF DISTRICTS.	Length of Highways.	BALANCES, 25th March 1867.		RECEIPTS.			Mans Labour.
		In Hand.	Overspent.	Rates or Assessments.	Other Receipts.	TOTAL RECEIPTS.	
Returns.	M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Bridgend - - - 29	169 2	191 10 6	7 19 7	1,072 0 0	- - -	1,072 0 0	717 2 1
Cowbridge - - - 28	148 0	26 12 8	49 12 4	972 0 0	3 7 0	975 7 0	589 7 8
Dynas Powis (or Cardiff) - 27	163 2	15 5 9	185 3 11	1,518 3 9	- - -	1,518 3 9	794 0 10
Llandaff - - - 15	115 0	107 9 3	61 4 2	2,094 10 11	4 1 0	2,098 11 11	1,020 4 11
Neath - - - 31	192 6	216 14 3	285 5 7	2,741 17 0	- - -	2,741 17 0	1,856 15 6
Pontypridd, No. 1 - - 6	175 3	642 10 8	- - -	3,930 0 0	2 14 0	3,932 14 0	1,479 2 1
Pontypridd, No. 2 - - 7	134 0	154 5 5	7 9 2	2,700 0 0	4 0 0	2,704 0 0	1,643 0 -
Swansea - - - 36	223 0	208 9 10	176 9 4	1,655 18 6	- - -	1,655 18 6	575 1 3
179	1,320 5	1,562 18 4	773 4 1	16,684 10 2	14 2 0	16,698 12 2	8,673 15 4

COUNTY OF PEMBROKE.

NAMES OF DISTRICTS.	Length of Highways.	In Hand.	Overspent.	Rates or Assessments.	Other Receipts.	TOTAL RECEIPTS.	Mans Labour.
Returns.	M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Boncath - - - 15	144 6	32 8 11	48 10 9	762 6 0	- - -	762 6 0	66 8 1
Haverfordwest, North - 17	202 0	161 0 1	25 8 4	1,166 0 0	- - -	1,166 0 0	405 0 1
Haverfordwest, South - 19	173 6	209 17 2	- - -	993 10 0	- - -	993 10 0	333 10 1
Llawhaden - - - 11	36 3	28 2 5	92 13 10	580 0 0	- - -	580 0 0	135 17 8
Mathry - - - 19	220 1	148 1 3	43 7 10	890 0 0	- - -	890 0 0	349 0 9
Midland - - - 13	64 5	66 14 2	4 14 5	385 10 0	- - -	385 10 0	135 0 5
Narberth - - - 12	60 2	38 6 9	1 14 4	650 0 2	1 11 5	651 11 7	188 5 4
Newport - - - 19	150 2	81 10 9	2 5 10	486 15 0	- - -	486 15 0	167 15 4
Pembroke - - - 18	159 0	26 11 11	29 8 3	1,171 15 10	- - -	1,171 15 10	316 9 5
Tenby - - - 11	93 1	65 1 4	0 13 4	678 0 10	- - -	678 0 10	263 1 4
154	1,304 2	857 14 9	248 18 11	7,763 17 10	1 11 5	7,765 9 3	2,350 8 11

COUNTY OF RADNOR.

NAMES OF DISTRICTS.	Length of Highways.	In Hand.	Overspent.	Rates or Assessments.	Other Receipts.	TOTAL RECEIPTS.	Mans Labour.
Returns.	M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Colwyn - - - 12	63 0	1 3 3	43 16 7	485 10 0	- - -	485 10 0	252 10 3
Knighton - - - 23	230 0	89 4 6	121 3 10	736 0 0	4 10 0	740 10 0	322 8 11
Paincastle - - - 11	103 0	50 4 9	5 10 10	599 0 0	- - -	599 0 0	313 1 9
Radnor - - - 17	100 0	60 12 7	8 10 8	606 0 0	- - -	606 0 0	291 13 5
Rhayader - - - 24	165 3	66 17 1	27 6 11	656 0 0	- - -	656 0 0	418 14 4
87	661 3	268 2 2	206 8 10	3,082 10 0	4 10 0	3,087 0 0	1,598 8 5

ABSTRACT.

NAMES OF COUNTIES.	Length of Highways.	In Hand.	Overspent.	Rates or Assessments.	Other Receipts.	TOTAL RECEIPTS.	Mans Labour.
Returns.	M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
SOUTH WALES.							
BRECONSHIRE - - 116	1,012 6	457 11 0	445 4 9	6,447 15 0	69 10 6	6,517 5 6	3,168 13 10
CARDIGANSHIRE - - 101	1,146 2	284 13 3	153 13 1	3,426 1 11	9 0 0	3,435 1 11	1,966 6 7
CARMARTHENSHIRE - 160	1,654 7	1,250 13 6	399 2 6	7,904 15 9	39 4 6	7,944 0 3	3,839 6 3
GLAMORGANSHIRE - - 179	1,320 5	1,562 18 4	773 4 1	16,684 10 2	14 2 0	16,698 12 2	8,673 15 4
PEMBROKESHIRE - - 154	1,304 2	857 14 9	248 18 11	7,763 17 10	1 11 5	7,765 9 3	2,350 8 11
RADNORSHIRE - - 87	661 3	268 2 2	206 8 10	3,082 10 0	4 10 0	3,087 0 0	1,598 8 5
797	7,100 1	4,681 13 0	2,226 12 2	45,309 10 8	187 18 5	45,447 9 1	21,597 0 0

COUNTY OF GLAMORGAN.

EXPENDITURE.						BALANCES, 25th March 1868.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d. 165 5 0	£ s. d. 21 18 6	£ s. d. 26 10 8	£ s. d. 125 0 0	£ s. d. 12 17 10	£ s. d. 1,068 14 0	£ s. d. 194 19 3	£ s. d. 8 2 4
112 16 3	24 4 4	59 0 10	147 12 2	5 0 6	937 1 9	62 15 11	47 10 4
143 7 6	213 8 8	58 6 2	201 14 8	22 14 1	1,428 11 11	38 15 1	119 1 5
86 8 8	584 4 9	17 9 10	180 0 0	67 10 11	1,955 19 1	226 8 5	37 10 6
173 13 10	435 10 0	61 4 9	205 0 0	242 18 3	2,975 2 4	195 0 9	496 17 5
561 15 7	23 13 7	2,157 18 1	205 0 0	31 8 0	4,458 17 4	580 16 2	464 8 10
68 19 10	1,320 1 3	33 17 9	120 0 0	16 9 2	3,202 8 7	65 1 6	416 13 10
109 19 3	319 3 2	453 5 10	168 2 0	58 3 5	1,683 15 5	168 1 9	163 18 2
1,422 5 11	2,942 4 3	2,862 13 11	1,352 8 10	457 2 2	17,710 10 5	1,531 18 10	1,754 2 10

COUNTY OF PEMBROKE.

23 5 2	402 7 6	- - -	88 11 11	164 13 1	745 4 2	52 18 11	51 18 11
26 10 4	601 10 10	14 8 5	129 19 10	15 0 0	1,192 9 8	129 3 11	20 1 10
5 6 6	497 11 6	6 10 0	125 0 0	8 17 6	976 15 9	233 10 9	6 19 4
8 1 6	363 10 7	2 1 11	80 0 0	7 9 11	587 1 7	37 7 4	109 2 4
18 17 3	402 0 11	15 2 4	118 0 0	16 14 0	919 15 3	137 5 9	62 7 7
27 1 0	185 4 0	11 7 7	79 19 11	1 15 1	440 8 0	29 7 5	22 5 8
5 17 7	360 8 10	4 17 8	85 0 0	1 3 6	645 12 7	45 8 1	2 16 8
18 15 3	201 4 9	11 8 0	106 10 1	39 3 2	544 16 7	48 10 7	27 7 8
54 11 9	657 2 4	14 7 5	131 0 0	18 17 6	1,192 8 5	11 13 9	35 2 8
35 2 0	325 10 7	0 14 0	85 0 0	6 5 0	715 14 11	35 18 4	9 4 5
223 8 4	3,996 11 10	80 17 4	1,029 1 9	279 18 9	7,960 6 11	761 4 10	347 6 8

COUNTY OF RADNOR.

108 12 1	16 13 4	- - -	45 0 0	49 11 10	472 8 0	3 4 5	32 15 9
244 6 6	1 18 0	13 4 2	69 10 0	4 6 6	655 14 1	96 18 3	44 1 8
60 8 8	133 2 9	1 7 5	60 0 0	18 3 7	586 3 5	57 10 6	-
161 1 11	126 14 2	- - -	54 4 4	25 10 8	659 4 9	35 17 1	36 19 11
192 0 1	8 12 1	15 3 4	60 0 0	5 2 8	699 12 6	38 5 9	42 8 1
766 9 3	287 0 4	29 14 11	288 14 4	102 15 3	3,073 2 9	231 16 0	156 5 5

A B S T R A C T.

EXPENDITURE.						BALANCES, 25th March 1868.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d. 168 7 1	£ s. d. 1,438 12 5	£ s. d. 130 11 11	£ s. d. 872 2 8	£ s. d. 137 9 1	£ s. d. 5,915 17 0	£ s. d. 810 2 5	£ s. d. 196 7 8
472 2 0	370 18 9	27 11 2	629 19 10	41 17 7	3,508 15 11	265 2 1	207 15 11
333 8 4	3,115 4 6	158 3 0	1,130 11 2	179 15 5	8,756 9 1	730 8 11	691 6 9
1,422 5 11	2,942 4 3	2,862 13 11	1,352 8 10	457 2 2	17,710 10 5	1,531 18 10	1,754 2 10
223 8 4	3,996 11 10	80 17 4	1,029 1 9	279 18 9	7,960 6 11	761 4 10	347 6 8
766 9 3	287 0 4	29 14 11	288 14 4	102 15 3	3,073 2 9	231 16 0	156 5 5
3,386 0 11	12,150 12 1	3,289 12 3	5,302 18 7	1,198 18 3	46,925 2 1	4,330 13 1	3,353 5 3

LONDON:
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Printers to the Queen's most Excellent Majesty.
For Her Majesty's Stationery Office.

HIGHWAYS ACT.

RETURN to an Address of the Honourable the House of Commons,
dated 19 July 1869;—for,

“RETURN of PLACES in the several COUNTIES in *England* and *Wales* which have adopted the HIGHWAYS ACTS, 25 & 26 Vict. c. 61 (in continuation of Parliamentary Paper, No. 505, of Session 1867–8), with additional Columns, showing, 1 : With regard to each County in which the Act has been only partially adopted, the Number and Total Acreage of Parishes which have not adopted it ; and 2, The Rate in the £. levied as Highway Rate in each Highway District, during the year ending the 25th day of March 1869.”

(*Sir Michael Hicks Beach.*)

Ordered, by The House of Commons, to be Printed,
31 May 1870.

LIST OF COUNTIES, &c.

	Page.		Page.
ENGLAND:			
Bedford	8	Northampton	7
Berks	3	Northumberland	7
Cambridge	3	Nottingham	7
Chester	3	Oxford	8
Cornwall	3	Salop	8
Cumberland	4	Somerset	8
Derby	4	Southampton	9
Devon	4	Suffolk	9
Dorset	4	Surrey	9
Durham	5	Sussex	9
Essex	5	Warwick	10
Gloucester	5	Wilts	10
Hereford	5	Worcester	10
Herts	6		
Huntingdon	6	York :	
Kent	6	East Riding	10
Lancaster	6	North Riding	10
Leicester	7	West Riding	11
Lincoln	7		
Middlesex	7		
Monmouth	7		
		NORTH WALES.	
		Denbigh	11

COUNTIES in which the Act has not been adopted.

Bucks.	Anglesey.
Norfolk.	Carnarvon.
Rutland.	Flint.
Stafford.	Merioneth.
Westmoreland.	Montgomery.

The Act does not apply to the Counties of South Wales.

N.B.—The Highway Rate not being equally assessed on the Highway Districts, but paid by the Overseers out of the Poor Rate on the Precepts of the Highway Boards, which fix the amount for each Parish (not according to the Rateable Value, but according to the requirement of each Parish), the Rate in the £. for each Highway District can only be given as an average calculated on the total amount of Rate and the total Rateable Value for each District.

The District Returns are made for the year ending 31st December.

The Acreage of the Parishes, &c., in which the Act of 25 & 26 Vict. has not been adopted, has been taken from the Census Returns of 1861.

RETURN of PLACES in the several COUNTIES in *England* and *Wales* which have adopted the HIGHWAYS ACT, 25 & 26 Vict. c. 61 (in continuation of Parliamentary Paper, No. 505, of Session 1867-8), with additional columns in pursuance of the Address of 19 July 1869.

COUNTY or DIVISION, and whether the Act partially or fully adopted.	Number and Names of the Highway Districts.		Number of Parishes or Townships.	Acreage.	Rate in the £. levied in each Highway District as Highway Rate.	Number of Waywardens.		Order.		Number of Miles of Road.	Salaries per Annum.			Number and Total Acreage of the Parishes which have not adopted the Act.					
	No.	Names.				Whether Final or Provisional.	Date of Order.	Ex- officio.	Surveyor's.		Treasurer's.	Clerk's.	No.	Total acreage.					
ENGLAND:																			
BEDFORD Act fully adopted.	5	Bedford	23	60,500	4½	28	17	-	-	142½	£.	£. s.	£. s.	-	-				
		Biggleswade	34	58,950	3½	37	9	-	-	140½	150	-	50 -						
		Bletsoe	26	51,086	7½	26	12	-	3 March 1863	108½	150	-	50 -						
		Luton	30	42,891	12½	22	7	-	-	171½	300	-	60 -						
		Woburn	35	71,154	7½	35	14	-	-	208½	200	-	60 -						
BERKS Act partially adopted.	6	Abingdon	31	40,352	6½	31	8	-	-	88½	150	-	40 -	107	240,848				
		Bathampton	4	16,960	6½	4	4	-	-	74½	75	-	30 -						
		Farringdon	25	53,664	10½	27	14	-	5 Jan. 1863	114½	160	-	35 -						
		Illey	10	25,500	6½	10	2	-	-	70½	50	-	30 -						
		Moulton	14	24,312	5½	14	4	-	8 April 1867	54½	50	-	30 -						
		Wantage	18	31,945	7½	19	3	-	5 Jan. 1863	65½	130	-	30 -						
CAMBRIDGE Act partially adopted.	1	Arrington and Caxton-	42	77,547	6½	42	16	-	13 March 1868	159½	150	Nil	25	84	216,382				
CHESTER Act partially adopted.	12	Audlem	17	46,891	3½	33	6	-	-	130½	100	-	25	1	1,150				
		East Broxton	47	42,375	3½	44	6	-	-	132½	100	-	50 -						
		West Broxton	33	-	8½	33	6	-	-	79½	120	-	60 -						
		East Bucklow	34	54,234	8½	34	23	-	-	249	200	-	75 -						
		Daresbury	33	34,710	7½	33	14	-	-	140½	170	-	50 -						
		East Edisbury	21	40,376	3½	21	6	-	-	103½	130	-	30 -						
		West Edisbury	34	-	6	34	8	-	4 March 1863	157½	160	-	60 -						
		Nantwich	10	29,065	4½	23	3	-	-	129½	150	-	35 -						
		Northwich	60	69,035	6½	60	16	-	-	259½	252	-	80 -						
		Prestbury	42	84,468	5½	42	15	-	-	300½	225	-	50 -						
		Stockport and Hyde	21	48,871	5½	21	18	-	-	132½	200	-	75 -						
		Wirral	58	-	5	58	28	-	-	168½	200	-	60 -						
		CORNWALL Act partially adopted.	18	Callington	11	55,469	10½	15	5	-	-	307	120			-	30	3	18,991
				Cambarne	9	33,306	11½	11	5	-	-	160½	140			-	40 -		
Camelford	16			54,776	8	16	5	-	-	203	80	-	25 -						
Falmouth	10			35,977	7½	11	11	-	-	157½	150	-	40 -						
North Helston	4			27,206	10½	7	4	-	-	160	90	-	25 -						
South Helston	13			36,764	8	13	3	-	-	158	100	-	25 -						
Launceston	15			56,974	9	15	8	-	-	183½	100	-	20 -						
Liskeard	11			48,498	12½	15	3	-	5 Jan. 1864	228½	110	-	20 -						
Pensance	10			20,280	5½	10	6	-	-	85	100	-	35 -						
West Powder	9			48,181	9½	12	10	-	-	181	125	-	35 -						
St. Austell	8			42,786	18½	10	5	-	-	182	140	-	25 -						
St. Columb	17			79,753	8½	20	8	-	-	314	150	-	35 -						
St. Germans	11			32,160	7½	12	12	-	-	189	130	-	25 -						
Stratton	11			51,783	14½	13	5	-	-	171	90	-	25 -						
Trecan Gate	10	41,983	8½	12	5	-	-	202	90	-	20 -								

RETURN of Places in the several Counties in *England* and *Wales* which have adopted the Highways Act, 25 & 26 Vict. c. 61, &c.—*continued*.

COUNTY or DIVISION, and whether the Act partially or fully adopted.	Number and Names of the Highway Districts.		Number of Parishes or Townships.	Acree.	Rate in the £. levied in each Highway District as Highway Rate.	Number of Waywardens.		Order.		Salaries per Annum.			Number and Total Acree of the Parishes which have not adopted the Act.	
	No.	Names.				Elected.	Ex- officio.	Whether Final or Provisional.	Date of Order.	Surveyor's.	Treasurer's.	Clerk's.	No.	Total acree.
ENGLAND— <i>continued</i> .														
CORNWALL— <i>continued</i> .														
	-	Tregony - Trigg - Tywardreath -	16 13 8	38,087 48,006 22,423	d. 5½ 8½	16 15 9	8 6 11	- Final -	- 5 Jan. 1864 - -	£. 125 130 115	- Nil -	£. s. 35 - 30 - 30 -	3	18,981
CUMBERLAND Act partially adopted.	5	Alston - Brampton - Leathward - Longtown - Wigton -	3 26 65 24 53	35,060 95,478 127,023 94,173 176,589	4½ 4 4½ 2½ 2	5 26 66 24 54	1 7 17 8 11	- - Final - -	30 June 1863 - 9 April 1867 - 4 April 1865 - 9 April 1867 - 2 July 1867 -	25 80 175 130 100	- Nil -	10 - 10 - 30 - 20 - 10 -	215	658,054
DERBY Act partially adopted.	1	Swadincote -	16	20,878	4	16	2	- Final	January 1865 -	60	Nil	20 -	330	579,689
DEVON Act partially adopted.	25	Ashburton - Axminster - Barnstable - Bideford - Chulmleigh - Crediton - Crockernwell - Cullompton - Ermington and Plympton.	10 13 15 15 20 20 14 16 18	44,248 43,726 58,899 55,554 75,011 62,028 69,520 56,050 77,110	9 5 7½ 9 9½ 6½ 7½ 3½ 5½	14 16 18 17 23 21 17 10 22	3 7 5 11 7 8 4 8 16	- - - - - - - - -	Epiphany 1864 - Easter 1863 - Epiphany 1864 - Midsummer 1863 - Easter 1863 - Epiphany 1865 - Midsummer 1863 - Easter 1863 - Midsummer 1863	130 125 130 105 100 120 120 145 150	- - - - - - - - -	30 - 30 - 20 - 25 - 35 - 20 - 20 - 30 - 50 -	9	23,823
		Great Torrington - Hatherleigh - Holworthy - Houlton - Ilfracombe - Kingsbridge - Lifton - Midland Roborough - Newton Abbott - Ottery - South Molton - Tavistock - Tiverton - Totnes - Woolford - Woodbury -	19 17 21 19 20 21 18 11 22 9 20 11 19 13 30 13	60,130 (a) 65,276 81,000 53,000 60,980 54,638 68,008 48,864 51,784 21,207 82,281 111,350 58,988 52,700 66,400 30,262	6½ 13½ 16 5 6½ 8 10 7 5½ 4½ 7½ 8½ 6½ 4½ 4½	19 17 24 21 20 22 19 13 26 23 14 10 14 31 14	8 9 6 7 6 7 5 8 6 7 - 7 4 3 13	- - Final - - - - - - - - - - - -	Midsummer 1863 Epiphany 1864 - Easter 1863 - Easter 1863 Epiphany 1864 - Michaelmas 1863 Midsummer 1863 Michaelmas 1863 Epiphany 1864 - Midsummer 1865 Easter 1863 Michaelmas 1863 Midsummer 1863 Epiphany 1864 - Michaelmas 1863 Michaelmas 1863	- 100 100 120 120 130 180 130 110 900 120 100 100 130 100	- - Nil - - - - - - - - - - -	25 - 13 - 30 - 25 - 20 - 20 - 25 - 35 - 20 - 30 - 45 - 25 - 30 - 50 - 30 -	9	23,823
DORSET Act fully adopted, (exclusive of boroughs.)	9	Blandford - Bridport - Cerne - Dorchester -	31 46 25 62	53,012 80,378 45,363 (b)	3½ 8½ 4½ 4½	31 50 20 62	10 15 7 31	- Final -	- 5 March 1863 - -	100 900 130 900	Nil -	30 - 30 - 40 - 50 -	-	-

DURHAM Act partially adopted.	Shaftesbury-	24	42,101	9	26	5	-	-	-	-	-	181½	150	-	-	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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(b) Unknown, parts of parishes only being within the district.

(a) Less the area of the borough of Okehampton, which maintains its own roads.

RETURN of Places in the several Counties in *England* and *Wales* which have adopted the Highways Act, 25 & 26 Vict. c. 61, &c.—*continued*.

COUNTY or DIVISION, and whether the Act partially or fully adopted.	Number and Names of the Highway Districts.		Number of Parishes or Townships.	Acreage.	Rate in the £. levied in each Highway District at Highway Rate.	Number of Waywardens.		Order.		Number of Miles of Road.	Salaries per Annum.			Number and Total Acreage of the Parishes which have not adopted the Act.
	No.	Names.				Elected.	Ex- officio.	Whether Final or Provisional.	Date of Order.		Surveyor's.	Trea- surer's.	Clerk's.	
ENGLAND— <i>continued</i> . Hampshire - - - - - Act fully adopted.	7	Buntingford	25	47,816	3	25	12	-	-	127	£.	£. s.	£. s.	—
		Hadham	16	43,860	1½	16	9	-	-	128½	175	-	-	
		Hatfield	12	43,592	1	12	18	Final	Easter Sessions, 1868.	199½	200	Nil	30 -	
		Hertford	23	48,273	1½	16	9	-	-	136½	150	-	30 -	
		Hitchin	24	41,114	3½	24	10	-	-	170½	200	-	50 -	
		St. Albans	13	(a) 55,238	2	13	17	-	-	257	225	-	40 -	
		Watford	7	-	-	-	-	-	-	-	-	-	-	
Huntingdon - - - - - Act fully adopted. (Exclusive of the Borough of Huntingdon.)	5	Huntingstone	17	39,092	5	22	6	-	-	83½	100	5 -	25 -	—
		Leightonstone	31	52,235	9	31	5	-	-	127½	160	Nil	30 -	
		Norman Cross	26	50,366	4½	26	7	Final	19 October 1863	106½	150	Nil	40 -	
		Ramsey	7	32,006	9½	9	4	-	-	48½	60	10 -	20 -	
		Torland	19	40,397	6	23	6	-	-	84½	100	Nil	30 -	
		Appledore	16	52,928	12½	16	1	-	-	200	200	-	25 -	
		Ashford	24	57,307	11½	24	11	-	-	216½	300	-	50 -	
		Bearsted	31	63,617	9½	31	22	-	-	376½	180	-	100 -	
		Bromley	16	37,052	8½	16	17	-	-	174½	120	-	40 -	
		Cranbrook	13	77,901	9½	13	17	-	3 March 1863	194½	100	-	100 -	
Kent - - - - - Act fully adopted. (Exclusive of Boroughs.)	17	Dartford	20	45,165	4½	20	9	-	-	234½	150	Nil	50 -	—
		Elham	23	51,649	8½	23	14	-	-	264½	250	-	40 -	
		Faversham	43	79,790	9½	42	12	Final	-	312½	300	-	100 -	
		Home	25	55,037	5½	26	11	-	-	194½	78	-	100 -	
		Hoo	7	21,056	4½	7	-	-	1 July 1869	53	220	-	15 -	
		Malling	24	54,638	7½	24	18	-	-	180	75	-	60 -	
		New Romney	20	44,368	8½	20	3	-	-	187½	175	-	35 -	
		Rochester	19	36,931	6½	19	10	-	-	155	130	-	60 -	
		Sevenoaks	10	35,766	7	10	15	-	-	213½	200	-	60 -	
		Sheppey	6	24,790	6½	6	1	-	3 March 1863	38½	80	5 -	20 -	
		Thurst	10	26,021	4½	10	11	-	(b) " 1864	130	120	Nil	35 -	
		Tonbridge	16	60,874	9	16	32	-	-	216½	200	-	50 -	
		Wingham	52	91,386	4½	52	16	-	-	380½	285	-	80 -	
		Childwall	8	16,602	13½	9	12	-	20 Jan. 1863	51	120	Nil	52 10	
		Garstang Union	23	60,200	6	23	5	-	7 Jan. 1863	211½	120	-	20 -	
		Leyland	38	74,842	18½	38	16	-	19 October 1864	301½	(c) 200	-	110 -	
		Ormskirk	8	80,546	12½	8	4	Final	19 Jan. 1864	121½	160	-	40 -	
LANCASHIRE - - - - - Act partially adopted.		Prescot	6	16,113	5½	7	6	-	20 Jan. 1863	49½	120	Nil	30 -	333 695,125
		Sutton	10	16,918	15½	12	13	-	14 July 1863	(d) 74½	60	-	40 -	

RETURN of Places in the several Counties in *England* and *Wales* which have adopted the Highways Act, 25 & 26 Vict. c. 61, &c.—*continued*.

COUNTY or DIVISION, and whether the Act partially or fully adopted.	Number and Names of the Highway Districts.		Number of Parishes or Townships.	Acreage.	Rate in the £. levied in each District as Highway Rate.	Number of Waywardens.		Order.		Number of Miles of Road.	Salaries per Annum.			Number and Total Acreage of the Parishes which have not adopted the Act.
	No.	Names.				Whether Final or Provisional.	Date of Order.	Ex- officio.	Elected.		Surveyor's.	Trea- surer's.	Clerk's.	
ENGLAND—continued.														
OXFORD - - - - - Act fully adopted. (Exclusive of Boroughs.)	9	Bampton, East	24	43,386	7½	26	7	-	Epiphany, 1864 - Michaelmas, 1863	113½	£. 140	£. s.	35 -	-
		Bampton, West	23	31,705	9½	23	5	-	Trinity, 1863	119½	140	-	35 -	
		Banbury and Bloxham	33	40,690	7½	33	6	-	Michaelmas, 1863	150½	150	-	40 -	
		Bicester	36	60,503	8½	36	13	-	Epiphany, 1865	150½	140	-	50 -	
		Bullington	55	60,693	8½	56	14	Final	Trinity, 1863	116½	175	Nil	80 -	
		Chadlington	43	63,469	5½	43	3	-	Michaelmas, 1863	166½	150	-	50 -	
		Henley	20	46,062	5½	23	12	-	Epiphany, 1864 - Trinity, 1863	24½	200	-	50 -	
		Wootton	39	58,312	7½	39	12	-	Michaelmas, 1863	154½	150	-	50 -	
		Wootton	34	48,184	4½	34	13	-	Michaelmas, 1863	126½	150	-	50(a)	
SALOP - - - - - Act partially adopted.	12	Bishop's Castle	27	102,081	7½	34	6	-	-	362½	180	-	25 -	44
		Bridgenorth	32	70,003	4½	34	9	-	-	219½	180	-	50 -	
		Church Stretton	14	43,886	4½	15	5	-	-	162½	100	-	20 -	
		Cleobury Mortimer, and Kidderminster.	16(b)	42,268	6	18	4	-	-	182	130	-	30 -	
		Condover	37	80,586	3½	39	15	-	-	231½	180	-	40 -	
		Drayton	10(c)	54,595	2½	18	4	Final	16 March 1863.	170½	100	Nil	25 -	
		Ludlow	22(d)	73,644	4½	29	9	-	-	164½	175	-	45 -	
		Newport	14	32,791	1½	21	4	-	-	99½	100	-	40 -	
		Oswestry	13	68,548	5½	15	6	-	-	269½	180	-	48 -	
		Pimhill	12	34,062	3	13	6	-	-	112½	100	-	30 -	
		Wem	12	52,765	3½	17	6	-	-	176	130	-	20 -	
		Wrekin	13	27,705	4½	18	5	-	-	142	90	-	40 -	
		SOMERSET - - - - - Act fully adopted. (Exclusive of Boroughs.)	19	Azbridge	38	93,050	6½	39	14	-	6 January 1863	372½	300	
Bridgewater	39			81,503	5	41	15	-	6 January 1863	303½	250	-	50 -	
Clutton	31			46,209	5	31	10	-	April 1863	236½	250	-	20 -	
Crewkerne	20			30,591	4	20	5	-	March 1863	107	80	-	30 -	
Dulverton	18			76,243	9½	17	4	-	January 1863	230	100	-	20 -	
Dunster	16			57,101	7½	19	7	-	January 1863	191½	130	-	30 -	
Frome	29			50,206	5	30	11	-	January 1863	173½	180(e)	-	40 -	
Ilminster	31			45,212	4	31	9	-	January 1863	184½	140	-	30 -	
Keynasham	14			20,604	1½	15	6	-	January 1863	117	170	Nil	20 -	
Langport	22			49,903	6½	23	8	Final	January 1863	172½	170	-	50 -	
Long Ashton	22			58,024	7	22	15	-	March 1863	197½	150	-	35 -	
Milverton	19			39,649	5½	22	8	-	6 January 1863	187	150	-	50 -	
Shepton Mallet	24			47,550	4½	23	8	-	6 January 1863	188½	155	-	40 -	
Taunton	37			61,984	5½	33	24	-	6 January 1863	249½	210	-	50 -	
Wells	17			64,922	6	19	11	-	6 January 1863	218½	165	-	35 -	
Weston	20			28,464	6½	20	7	-	6 January 1863	199½	150	-	40 -	
Williton	19			41,156	0½	24	7	-	6 January 1863	193½	300	-	30 -	
Wincanton	43			62,313	4	42	15	-	6 January 1863	212½	175	-	30 -	
Yeovil	33			43,944	4½	33	7	-	6 January 1863	190½	170	-	40 -	

[illegible]

(a) And 15 s. 6 d. for preparing annually, in duplicate, the contracts for the repairs of the roads of each parish, and stamping the same.

(b) Three parishes, and five hamlets or places in Worcestershire added to this district, particulars of which not included in this Return.

(d) Part of a parish in Herefordshire added to this district. Particulars not included.

(c) Additional 10% for office in own house.

RETURN of Places in the several Counties in *England* and *Wales* which have adopted the Highways Act, 25 & 26 Vict. c. 61, &c.--continued.

COUNTY or DIVISION, and whether the Act partially or fully adopted.	Number and Names of the Highway Districts.		Number of Parishes or Townships.	Acreage.	Rate in the £. levied in each District as Highway Rate.	Number of Waywardens.		Order.		Number of Miles of Road.	Salaries per Annum.			Number and Total Acreage of the Parishes which have not adopted the Act.	
	No.	Names.				Elected.	Ex- officio.	Whether Final or Provisional.	Date of Order.		Surveyor's.	Trea- surer's.	Clerk's.		
ENGLAND—continued.															
SUSSEX Act partially adopted.	2	Hastings - Mark Cross -	32 4	94,372 46,784	7½ 15½	37 8	25 6	Final Final	19 October 1863 3 April 1865	210(a) 156	£. 245 180	£. s. Nil - Nil -	{ 70 - 40 -	259	699,246
WARWICK Act partially adopted.	4	Alcester - Haley-in-Arden - Kineton - Stratford-upon-Avon -	17 17 23 21	32,546 32,748 34,828 30,186	3½ 4 12½ 6½	22 18 23 21	5 4 6 11	- Final -	- Midsumr. 1863 -	109½ 161½ 91½ 93½	120 100 120 100	- Nil - -	{ 25 - 15 - 50 - 25 -	209	820,737
WILTS Act partially adopted.	13	Amesbury - Calne - Chippenham - Cricklade - Devizes - Everley and Pusey - Hindon - Malmesbury - Marlborough - Salisbury -	23 11 29 12 29 27 31 28 25 48	60,673 1 27 28,610 - - 56,454 - - 26,731 - - 67,247 - - 73,725 - - 73,679 - - 65,453 - - 87,080 (about) 102,991 2 31	2½ 11½ 3½ 6½ 4½ 9½ 8½ 11½ 5½	23 14 36 14 34 28 36 32 28 50	10 4 18 5 10 6 10 11 5 13	- - - - - - Final - -	- - - - - - 16 Feb. 1864. - -	95½ 78 221 70½ 218½ 169½ 271½ 232½ 253½ 303½	75 130 150 80 175 150 140 180 200 260	- - - - - - Nil -	{ 30 - 40 - 45 - 20 - 50 - 45 - 60 - 40 - 55 - 70 - Auditor 6 6 50 - 60 - 35 -	6	23,632
WORCESTER Act partially adopted.	8	Evesham - Kidderminster - Martley - Redditch - Shipton-on-Stour - Teabury - Upton-on-Severn - Upton Snodsbury -	19 14 26 10 31 19 20 33	28,755 37,302 49,145 37,150 20,120 31,923 45,187 39,400	5½ 8½ 5½ 4½ 9½ 6½ 4 6½	19 18 28 14 31 22 24 35	7 16 18 11 7 10 17 7	- - - Final - - -	4 January 1864 10 October 1863 29 June 1863 4 January 1864 19 October 1863 - - 29 June 1863	71 141½ 147½ 159½ 116½ 93½ 157 121½	50 130 (b) 50 130 160 125 150 150	- - - Nil -	{ 40 - 30 - 25 - 30 - 61 - 21 - 40 - 52 10	73	131,424
YORK: Act partially adopted.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	723,984
YORK, EAST RIDING Not adopted.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YORK, NORTH RIDING Act fully adopted. (Exclusive of Boroughs.)	16	Askwith - Birdforth - Bulmer, East - Bulmer, West - Greta Bridge -	12 63 29 32 21	77,308 (c) 67,641 90,508	4 5 7 5½ 5½	12 65 30 32 21	7 8 8 4	- Final -	- 30 June 1863 -	169½ 214½ 148½ 197½	70 150 120 100	Nil -	{ 15 - 50 - 30 - 30 -	-	-

HIGHWAYS ACT.

RETURN of PLACES in the several COUNTIES in *England* and *Wales* which have adopted the HIGHWAYS ACT, 25 & 26 Vict. c. 61 (in continuation of Parliamentary Paper, No. 505, of Session 1867-8), with additional Column, showing, 1. With regard to each County in which the Act has been only partially adopted, the Number and Total Acreage of Parishes which have not adopted it; and, 2. The Rate in the £. levied as Highway Rate in each Highway District, during the Year ending 25 March 1869.

(*Sir Michael Hicks Beach.*)

*Ordered, by The House of Commons, to be Printed,
31 May 1870.*

HIGHWAY ACTS (1862 AND 1864).

RETURN to an Order of the Honourable The House of Commons,
dated 11 April 1870 ;—for,

ABSTRACT “ of the REPLIES received in answer to an Inquiry made by the Secretary of State for the Home Department, as to whether the new System introduced by the HIGHWAY ACTS of 1862 and 1864, had given satisfaction to the Ratepayers or not.”

Home Office, Whitehall, }
11 April 1870.

E. H. KNATCHBULL-HUGESSEN.

ABSTRACT of the REPLIES received in answer to an Inquiry made by the Secretary of State for the Home Department, as to whether the new System introduced by the HIGHWAY ACTS of 1862 and 1864, had given satisfaction to the Ratepayers or not.

County and Name of District.	Satisfactory.	Unsatisfactory.
BEDS.		
Bedford - - - -	- - - - -	“ The new system has not given universal satisfaction.”
Biggleswade - - -	“ The new system has given entire satisfaction.”	
Bletsee - - - -	“ Has given satisfaction.”	“ Not given satisfaction on account of the increased expense.” Majority of parishes dissatisfied.
Luton - - - -	- - - - -	
Woburn - - - -	- - - - -	
BERKS.		
Abingdon - - - -	- - - - -	“ Given great dissatisfaction, the cause being, the great increase of cost.”
Easthampstead - -	“ Those who were most opposed have expressed their entire contentment.”	
Faringdon - - - -	“ The working of the new law has been highly successful.”	“ Not given satisfaction on account of the increased expenditure.”
Ilsley - - - -	“ Has given satisfaction.”	
Moreton - - - -	- - - - -	
Wantage - - - -	“ Has given satisfaction.”	
CAMBRIDGE.		
Arrington and Caxton -	“ Has given satisfaction.”	
CHESTER.		
Audlem - - - -	“ The ratepayers are satisfied.”	Has not given satisfaction, being too costly.
Broxton, East - - -	- - - - -	
Broxton, West - - -	“ Has given general satisfaction.”	“ Has not given general satisfaction to the ratepayers, because power is taken out of their hands ;” expense less, and roads considerably improved.
Bucklow, East - - -	“ Has given general satisfaction ; on the whole the new system is the cheaper.”	
Daresbury - - - -	“ Has given satisfaction.”	
Eddisbury, East - -	“ No dissatisfaction expressed.”	
Eddisbury, West - -	“ Has given general satisfaction.”	
Nantwich - - - -	“ New system preferable to the old.”	
Northwich - - - -	“ Almost everybody is satisfied with its working and economy.”	
Prestbury - - - -	- - - - -	
Stockport and Hyde -	“ Preferable to the old system.”	
Wirral - - - -	“ Has given satisfaction.”	

ABSTRACT OF REPLIES—*continued.*

County and Name of District.	Satisfactory.	Unsatisfactory.
CORNWALL.		
Callington - - -	"The new system is working extremely well;" "far more work done now for the same amount of money."	
Camborne - - -	"Is giving satisfaction to the ratepayers."	
Camelford - - -	"Has given satisfaction."	
Falmouth - - -	"There has been a decrease in the cost of the maintenance of the highways."	
Helston, North - -	"Works well and gives satisfaction."	
Helston, South - -	- - - - -	"Has not given satisfaction on account of the increased expenditure."
Launceston - - -	"Has given satisfaction."	
Liskeard - - -	- - - - -	"Has not been entirely satisfactory."
Penzance - - -	- - - - -	"Has not given satisfaction; the cause, the increase of expenses."
Powder, West - - -	- - - - -	"The Acts have not given entire satisfaction."
St. Austell - - -	"Has given satisfaction."	
St. Columb - - -	"Has given satisfaction."	
St. Germans - - -	"Has resulted in a more uniform and well considered system of working arrangements."	
Stratton - - -	- - - - -	"Has not given satisfaction;" the causes, the increase of expense, and the individual power of the waywarden being superseded.
Trecau Gate - - -	"The increase in the cost of maintenance is not beyond what might be considered to be counterbalanced by a better system."	
Tregony - - -	- - - - -	"Is not satisfactory, inasmuch as the expenditure has been considerably increased."
Trigg - - -	"Has given satisfaction."	
Tywardreath - - -	"It is satisfactory."	
CUMBERLAND.		
Alston - - -	"In every respect the new system has given the greatest satisfaction."	
Brampton - - -	"Has given satisfaction."	
Leath Ward - - -	"All opposition has now passed away, except with regard to the expense."	
Longtown - - -	"Has on the whole been satisfactory."	
Wigton - - -	- - - - -	"Would prefer to advert to the old system of management."
DERBY.		
Swadlincote - - -	- - - - -	"Has not given satisfaction; the cause is principally the want of sufficient supervision over the labour."
DEVON.		
Ashburton - - -	"Not aware of any dissatisfaction."	
Axminster - - -	"Has given general satisfaction."	
Barnstaple - - -	- - - - -	"Do not approve of the present system; the expenses are greatly increased, and under the old system the surveyor was more directly interested in keeping down the expenditure."
Bideford - - -	The clerk states that the letter of inquiry "was duly laid before this Board, and fully discussed, but I have received no instructions to make a report thereon."	
Chulmleigh - - -	"The present system does not cause any dissatisfaction."	
Crediton - - -	"The improvement in the state of the roads generally may be considered proportionate to the outlay."	
Crockernwell - - -	"Has given satisfaction, but not in comparison with the increase of rates; the present is decidedly better than the old system."	
Cullompton - - -	"Has given satisfaction."	
Ermington and Plympton -	"It would not be desirable to return to the former system, especially as the expenses are gradually decreasing."	
Great Torrington - -	- - - - -	"Has not given satisfaction; the improvement of the roads has not been commensurate with the increased expenditure."

ABSTRACT OF REPLIES—*continued.*

County and Name of District.	Satisfactory.	Unsatisfactory.
DEVON—<i>continued.</i>		
Hatherleigh - - -	- - - - -	"The ratepayers in general are dissatisfied, in consequence of the increase in the expense."
Holsworthy - - -	"Has given general satisfaction."	
Honiton - - -	"Has on the whole given satisfaction; the expenses are annually diminishing."	
Ilfracombe - - -	- - - - -	"Dissatisfied with the present system, inasmuch as a corresponding benefit is not received to the great increase of expenditure."
Kingsbridge - - -	"Has given greater satisfaction than the old system."	
Lifton - - -	"Has given satisfaction; the exemption of the waywardens from seeing to the maintenance of the roads is a great gain."	
Midland Roborough -	"Has given satisfaction."	
Newton Abbot - -	"It is desirable to maintain the present system."	
Ottery - - -	- - - - -	Has not given satisfaction on account of the increase in the expense.
Southmolton - - -	- - - - -	"The present system does cause some dissatisfaction, but considerable improvement has taken place in the condition of the highway."
Tavistock - - -	"Has given general satisfaction; there has been a considerable saving."	
Tiverton - - -	"Has given general satisfaction;" "the Board and ratepayers are perfectly satisfied."	
Totnes - - -	"Has given satisfaction."	
Wonford - - -	- - - - -	"Has not given satisfaction; the principal cause, the great increase of expenditure."
Woodbury - - -	"Has generally given satisfaction."	
DORSET.		
Blandford - - -	- - - - -	"The new system is not looked upon favourably, solely on account of the increased expense."
Bridport - - -	"On the whole has worked well, and given satisfaction."	
Cerne - - -	"Has given satisfaction with but few exceptions."	
Dorchester - - -	"Gives satisfaction, and prejudices which existed at first are gradually giving way."	
Shaftesbury - - -	"The ratepayers generally are satisfied with the new system."	
Sherborne - - -	- - - - -	"Does not give general satisfaction, as the expenses are considerably increased; still, the dissatisfaction is much diminished by reason of the improved state of the roads."
Sturminster - - -	"No formal expression of dissatisfaction has ever been brought to the notice of the Board, and there has been a marked improvement in the state of the roads."	
Wareham - - -	- - - - -	"Has not given satisfaction; increased expenditure has been the cause."
Wimborne - - -	- - - - -	"Has not given satisfaction."
DURHAM.		
Auckland - - -	"Has on the whole worked beneficially."	
Barnard Castle - -	"Has given satisfaction."	
Castle Eden and Seaham -	"Has given satisfaction."	
Darlington - - -	"Has given general satisfaction."	
Durham and Chester-le-Street.	"Has given satisfaction;" "a considerable diminution of the cost as compared with the old system has been effected."	

ABSTRACT OF REPLIES—*continued.*

County and Name of District.	Satisfactory.	Unsatisfactory.
DURHAM—<i>continued.</i>		
Gateshead and South Shields	- - - - -	"Opinion is decidedly unfavourable;" "in most cases on the score of in- creased cost."
Houghton-le-Spring and Sunderland.	"Has given general satisfaction."	
Lanchester - - -	"Dissatisfaction has altogether ceased."	
Stockton and Hartlepool -	"Has given general satisfaction."	
Weardale - - -	"Has given satisfaction;" "there has been a decrease in the cost of the maintenance of the highways."	
ESSEX.		
Bardfield. (A)		
Billericay. *		
Chelmsford. *		
Dunmow - - -	"Has given satisfaction."	
Hedingham. *		
Rochford - - -	"Has generally worked well."	
Winstree and Lexden -	- - - - -	"Has not given satisfaction; the cause is that the new system is more expensive than the old."
GLOUCESTER.		
Badgworth - - -	"Has given satisfaction."	
Bishop's Cleeve. †		
Campden - - -	- - - - -	"Has not given general satisfaction; the great source is the uneven increase of expenditure in the different parishes."
Cirencester - - -	"An increasing feeling of satisfaction."	
Fairford - - -	"The ratepayers are generally satisfied."	
Gloucester - - -	"Has given satisfaction."	
Lawford's Gate - - -	"Has worked well, and given general satisfac- tion."	
Lydney - - -	"The Board are quite satisfied; no complaint has reached them."	
Moreton-in-Marsh - - -	"An improvement on the old system."	
Newent - - -	"No dissatisfaction appears to exist with the ratepayers."	
Northleach - - -	"Has been satisfactory."	
Sodbury - - -	"Has given satisfaction."	
Stow-on-the-Wold - - -	"The Board are satisfied with the general operations of the Highway Acts."	
Stroud - - -	"Now gives satisfaction."	
Tetbury - - -	"No expression of dissatisfaction has ever been brought to the notice of the Board."	
Thornbury - - -	"Approve of the new system."	
Wheatenhurst - - -	"The ratepayers appear satisfied."	
Winchcomb - - -	- - - - -	"Has not given satisfaction by reason of the greatly increased cost."
Wotton-under-Edge - - -	"Has given satisfaction."	
HANTS.		
Alresford - - -	"Has worked as well as could have been expected."	
Alton - - -	- - - - -	"The heavy expense of maintaining the roads is a cause of great dissatisfac- tion."
Andover - - -	- - - - -	"Opinion divided;" "the cause of dis- satisfaction arising from the establish- ment charges, and there being no resident surveyor in each parish."
Basingstoke - - -	"Has given general satisfaction;" "the cost being now less than under the old system."	
Catherington - - -	"Has given entire satisfaction to the rate- payers;" "the Board are perfectly satisfied."	

(A) "Sufficient time has not yet elapsed since the formation of the district to enable the Board to make any reliable return."

* Similar to the foregoing, marked (A).

† No reply has been received.

ABSTRACT OF REPLIES—*continued.*

County and Name of District.	Satisfactory.	Unsatisfactory.
HANTS—continued.		
Christchurch - - -	- - - - -	"Has not given satisfaction."
Droxford - - -	"Has given more satisfaction than the former system"; "the cost of maintenance has been on the average less than it was formerly."	
Fareham - - -	"Has given satisfaction."	"Do not consider any benefit has been derived from the adoption of the Acts; the expenses of maintaining the roads has been highly increased."
Fordingbridge - - -	Satisfactory.	
Hartley Wintney - - -	"Has worked excellently, and given great satisfaction generally."	
Havant - - -	"Has given entire satisfaction to the ratepayers;" "the Board are perfectly satisfied."	
Headley - - -	"Has given general satisfaction."	
Hursley - - -	"A number of inhabitants consider the roads improved under the operation of the Act."	
Kingsclere - - -	"Has worked well, and generally given satisfaction."	
Lymington - - -	- - - - -	
New Forest - - -	"Has generally given satisfaction."	
Petersfield - - -	"Has given satisfaction, and is found to work well."	
Ringwood - - -	"Has given general satisfaction."	"The ratepayers are not generally satisfied, principally owing to the increased expenditure;" "the old system was universally condemned."
Romsey. †	- - - - -	
South Stoneham - - -	"Do not consider there is any ground for dissatisfaction."	
Stockbridge - - -	"There is no general dissatisfaction."	
Whitechurch - - -	"May be considered satisfactory generally."	
Winchester - - -	"Works satisfactorily."	
HEREFORD.		
Bredwardine - - -	"Has on the whole given satisfaction."	"Has not altogether given satisfaction;" "a large increase in the expenditure."
Bromyard - - -	"Has given great satisfaction."	
Dore. †	- - - - -	
Hereford - - -	"The waywardens are of opinion that on the whole the ordinary highways have improved."	
Ledbury - - -	- - - - -	
Leominster - - -	"Has worked well and satisfactory;" "the generality of the highways will bear comparison with the turnpike roads."	
Ross - - -	"Has been generally satisfactory."	
Weobley - - -	- - - - -	
Wigmore - - -	"The ratepayers appear to be well satisfied."	
HERTS.		
Buntingford - - -	"Has given less dissatisfaction than was anticipated."	"The objections against the system have not yet been removed."
Hadham - - -	- - - - -	
Hatfield. *	- - - - -	
Hertford. *	- - - - -	
Hitchin. *	- - - - -	
St. Albans. *	- - - - -	
Watford. *	- - - - -	
HUNTS.		
Hurstingstone - - -	"The new system gives satisfaction generally."	"Has given great dissatisfaction on account of the additional cost."
Leightonstone - - -	"On the whole working favourably."	
Norman Cross - - -	- - - - -	
Ramsey - - -	"Has given general satisfaction."	
Toseland - - -	"Has mainly given satisfaction."	

* Similar to the foregoing, marked (A).

† No reply has been received.

ABSTRACT OF REPLIES—continued.

County and Name of District.	Satisfactory.	Unsatisfactory.
KENT.		
Appledore - - -	"Has given satisfaction."	
Ashford - - -	- - - - -	"Has not given general satisfaction, owing to the increased expenditure."
Bearsted - - -	"The dissatisfaction felt at the first increased expenditure is modified by an anticipated diminution."	
Bromley - - -	"As a whole has given satisfaction."	
Cranbrook - - -	"Has worked well and given satisfaction generally."	
Dartford - - -	- - - - -	"Has not given general satisfaction, the cause has been the increased expen- diture."
Elham - - -	"In some parts of the district complaints are made as to the increased cost."	
Faversham - - -	- - - - -	"Has not given general satisfaction, owing to the increased expenditure."
Horne - - -	- - - - -	"Is not satisfactory, on the ground of increased cost and want of supervision over the workmen."
Hoo - - -	Satisfactory.	
Malling - - -	- - - - -	"Much dissatisfied."
New Romney - - -	- - - - -	"Has not given satisfaction."
Rochester - - -	- - - - -	"Has not given general satisfaction in consequence of the increased expen- diture."
Sevenoaks - - -	- - - - -	"Has not given satisfaction in general ;" "may mainly be ascribed to the large area placed under the control of one surveyor."
Sheppey - - -	"Has been most satisfactory."	
Thanet, Isle of - - -	"Appears to be growing more into favour."	
Tonbridge - - -	"Has on the whole been satisfactory."	
Wingham - - -	- - - - -	Half the number of parishes "object to the new system."
LANCASTER.		
Childwall - - -	"Appears to be satisfactory."	
Garstang Union - - -	- - - - -	"Has not given satisfaction to the majority ;" "the chief cause is the in- creased expenditure."
Leyland - - -	- - - - -	"Has not given satisfaction to some ; the cause is the taking away of the local management of the highways, and an increase of the rates."
Ormskirk - - -	- - - - -	"Is unsatisfactory."
Prescot - - -	"Has given eminent satisfaction."	
Sefton - - -	- - - - -	"Has not been satisfactory."
Southport - - -	- - - - -	"Resolved, that it was desirable to revert to the old system."
Upholland - - -	- - - - -	"Would gladly revert to the former system ;" "considerable improvements have been made, for which the rate- payers do not like paying."
Warrington - - -	"Are satisfied that the system works well."	
LEICESTER.		
Ashby-de-la-Zouch - - -	- - - - -	"Has not given satisfaction ; the cause, increased expenditure."
Belvoir - - -	"Has been generally satisfactory."	
East Norton - - -	"Has given satisfaction."	
Leicester - - -	- - - - -	"Has not given satisfaction ; the cause has been the increased cost, and the fact of a waywarden having no power to act except at a meeting of the Board."
Loughborough - - -	- - - - -	Ratepayers not satisfied ; but "way- wardens are by no means unanimous on this point."

ABSTRACT OF REPLIES—continued.

County and Name of District.	Satisfactory.	Unsatisfactory.	
LEICESTER—contd.			
Lutterworth - - -	"Has given general satisfaction;" "the experience of upwards of six years has proved the economy of the new system."	"Has not given satisfaction, on the ground that the superintendence of the labour cannot be properly carried out."	
Market Bosworth - - -	- - - - -		
Market Harborough - - -	"Has given satisfaction."		
Melton Mowbray - - -	"The increase in the expenditure is counter-balanced by the improved system of management."		
LINCOLN.			
Axholme, Isle of - - -	"Has given satisfaction to the whole Board and to the ratepayers generally."	"The Board regrets being compelled to repair the roads under the new Highway Act, which this meeting considers cruel, oppressive, and ruinous to the ratepayers at large." Majority of parishes dissatisfied on account of the increase in the expense.	
Gainsborough - - -	- - - - -		
MIDDLESEX.			
Edgware - - - - -	- - - - -		
MONMOUTH.			
Abergavenny - - - - -	- - - - -	"Not satisfied on account of the increased expenditure."	
Caerleon - - - - -	"Has given satisfaction except in certain instances where the expense has fallen extraordinary heavy."	"Has not given satisfaction in consequence of the extra cost incurred." "Has not given satisfaction generally; the cause of this is the increase of expenditure."	
Chepstow - - - - -	"Dissatisfaction has now passed away."		
Christchurch - - - - -	- - - - -		
Monmouth and Skenfrith -	- - - - -		
Newport - - - - -	"Has given satisfaction."	"Has not given satisfaction owing to increased expenditure." "Has not proved satisfactory; the cause is the increased expenditure."	
Pontypool and Usk - - -	- - - - -		
Raglan and Trelleck - - -	- - - - -		
NORTHAMPTON.			
Brackley - - - - -	- - - - -	"Has not given satisfaction; the cause of this is the want of sufficient supervision."	
Brixworth - - - - -	"Has given general satisfaction; the roads much improved, and their cost is less than under the old system."	"While admitting that the new system has not been entirely satisfactory, do not wish to go back to the old system."	
Hardingstone - - - - -	- - - - -		
Irthlingborough - - -	"Has given satisfaction."		
Kettering - - - - -	"Has given satisfaction."		
Kingscliffe - - - - -	"Has given satisfaction."	"Has not given satisfaction."	
Little Bowden - - - - -	"Has given satisfaction generally."		
Thrapston - - - - -	"Is an improvement on the old system."		
Towcester - - - - -	"Has given satisfaction;" average expenditure less than under former system."		
Weedon - - - - -	- - - - -	"Has not given satisfaction, as the expenses have increased."	
NORTHUMBERLAND.			
Alnwick - - - - -	Only recently formed, but "so far it has given satisfaction."	"Has not given satisfaction."	
Belford - - - - -	- - - - -		
Bellingham.* - - - - -	- - - - -		
Felton - - - - -	"Has given satisfaction."		
Glendale - - - - -	"Has generally given satisfaction."	"Not satisfied; the cause is the increased expenditure."	
Haltwhistle - - - - -	"Has given entire satisfaction."		
Hexham - - - - -	- - - - -		
Norham and Islandshires -	"Has generally given satisfaction."		

* Similar to the foregoing, marked (A.)

ABSTRACT of REPLIES—*continued.*

County and Name of District.	Satisfactory.	Unsatisfactory.
NOTTINGHAM.		
Bingham - - - -	"Has given great satisfaction;" "the cost is considerably less under the present system."	
Mansfield. †		
Newark - - - -	- - - - -	"Has not given satisfaction; the cause is the increased expense."
Nottingham - - - -	"Generally has given satisfaction."	
Ollerton - - - -	- - - - -	"Is not entirely satisfactory."
Retford - - - -	- - - - -	"The present system is little or no improvement on the old one."
Rushcliffe - - - -	- - - - -	"Has proved unsatisfactory in consequence of the increased expense."
Southwell - - - -	"Has worked well, and given general satisfaction."	
OXFORD.		
Bampton, East - - -	- - - - -	"Generally not given satisfaction, in consequence of the increased expenditure."
Bampton, West - - -	"Has given general satisfaction."	
Banbury and Bloxham -	"The ratepayers appear generally to be satisfied."	
Bicester - - - -	- - - - -	"Generally has not given satisfaction; the cause is, that the supervision of labour is imperfect."
Bullington - - - -	- - - - -	"Though generally considered better than the old system, has not given universal satisfaction."
Chadlington - - - -	"Has generally given satisfaction."	
Henley - - - -	"Has, on the whole, given satisfaction."	
Watlington - - - -	"Has given general satisfaction."	
Wootton - - - -	"Has given satisfaction."	
SALOP.		
Bishop's Castle - - -	"Has proved most satisfactory."	
Bridgnorth - - - -	"Generally has given satisfaction."	
Church Stretton - - -	"Does give satisfaction generally."	
Cleobury Mortimer and Kidderminster.	"Has given satisfaction."	
Condover - - - -	"Does, on the whole, give satisfaction."	
Drayton - - - -	"Has given satisfaction" to a majority of the parishes.	
Ludlow - - - -	Has given satisfaction.	
Newport - - - -	"Not heard of any dissatisfaction."	
Oswestry - - - -	- - - - -	"Originally most unsatisfactory; this is kept alive by an increase in the rates consequent on the increased cost."
Pimhill - - - -	"There has been no dissatisfaction manifested."	
Wem - - - -	"Has given satisfaction (except in some instances)."	
Wrekin - - - -	The majority of the Board "were of opinion that the Acts worked satisfactorily;" "in some of the parishes the Acts have worked more satisfactorily than in others."	
SOMERSET.		
Axbridge - - - -	"Has generally given satisfaction."	
Bridgwater - - - -	"Gives general satisfaction." "It is extremely satisfactory to state that the annual cost has diminished about 22 per cent."	
Clutton - - - -	"Has given satisfaction."	
Crewkerne - - - -	"Are well satisfied;" "heard no complaint whatever."	
Dulverton - - - -	"Are perfectly satisfied."	
Dunster. †		
Frome - - - -	"The ratepayers generally are satisfied."	
Iminster - - - -	- - - - -	"Has failed to give that general satisfaction which was anticipated."

† No reply has been received.

ABSTRACT OF REPLIES—*continued.*

County and Name of District.	Satisfactory.	Unsatisfactory.
SOMERSET—continued.		
Keynsham - - -	- - - - -	" Under the new system the repair of the roads costs more than under the old."
Langport - - -	" Has been entirely satisfactory ;" " a considerable saving has been effected under the new system."	
Long Ashton - - -	" Appears to have given satisfaction."	" Has not generally given satisfaction ; the cause is an increased expenditure."
Milverton - - -	- - - - -	
Shepton Mallet - - -	Has given satisfaction generally.	
Taunton - - -	" Has on the whole given satisfaction."	
Wells - - -	" Upon the whole has given satisfaction."	
Weston - - -	" Has hitherto given satisfaction."	
Williton - - -	" On the whole has given satisfaction."	
Wincanton - - -	" Has given satisfaction."	
Yeovil - - -	" This Board is satisfied with the working of the present Highway Acts."	
SUFFOLK.		
Blackbourne - - -	" Is capable of being worked with advantage."	" Has not given satisfaction ; the cause, the fact that all local power has been taken from the waywardens."
Hartismere - - -	" The experience of upwards of six years has greatly modified both the feeling against the Act and the causes which gave rise to it."	
Lavenham - - -	- - - - -	
Mildenhall - - -	" Has on the whole worked well, and given satisfaction."	
Wickhambrook - - -	" Is now generally satisfactory."	
SURREY.		
Blackheath - - -	" Has given satisfaction."	Unsatisfactory. " Great difference of opinion was expressed by the representatives of the different parishes."
Chertsey - - -	- - - - -	
Croydon - - -	- - - - -	" Has not given satisfaction." Unsatisfactory. " A certain amount of dissatisfaction exists attributable in part to a feeling of defective supervision and control." " Has not given satisfaction because of the largely increased expenditure."
Dorking - - -	" Has given satisfaction."	
Epsom - - -	" Has given great satisfaction, and the actual cost of maintaining the highways has been diminished while the state of the roads is very far superior to their condition under the old management."	
Farnham - - -	- - - - -	
Godalming - - -	" Has worked well."	
Godstone - - -	- - - - -	
Guildford - - -	- - - - -	
Kingston - - -	- - - - -	
Reigate - - -	" Has worked well."	
SUSSEX.		
Hastings - - -	- - - - -	" Is very unsatisfactory to a large majority." " Dissatisfaction has been expressed by some ratepayers, on account of the increased expenditure."
Mark Cross - - -	- - - - -	
WARWICK.		
Alcester - - -	" Is working satisfactorily, and with benefit to the public generally."	" Has not given general satisfaction ; the expense is greatly increased." " Does not give satisfaction ; the expense is increased."
Henley-in-Arden - - -	" There is no cause of dissatisfaction."	
Kineton - - -	- - - - -	
Stratford-upon-Avon - - -	- - - - -	

ABSTRACT OF REPLIES—continued.

County and Name of District.	Satisfactory.	Unsatisfactory.
WILTS.		
Amesbury - - -	- - - - -	"Has not given satisfaction on account of the increased expenditure."
Calne - - -	"Generally satisfactory."	
Chippenham - - -	Has given satisfaction.	
Cricklade - - -	"Has given satisfaction."	
Devizes - - -	Has given satisfaction.	
Everley and Pewsey - -	"On the whole is satisfactory to the majority."	
Hindon - - -	Dissatisfaction "has now in a great measure ceased to exist."	
Malmesbury - - -	- - - - -	
Marlborough - - -	"Has been found to be satisfactory."	
Salisbury - - -	"Has worked satisfactorily."	
Swindon - - -	"Is satisfactory."	"Has not given satisfaction; the expenses are greatly increased."
Trowbridge - - -	"Has produced the happy results of greatly improved highways with very little extra expense, and has given satisfaction."	
Warminster - - -	- - - - -	"Has given great dissatisfaction from the extra expenditure."
WORCESTER.		
Evesham - - -	- - - - -	Has not given satisfaction.
Kidderminster - - -	"On the whole has worked well."	
Martley - - -	"Has upon the whole given satisfaction; many former opponents of the Act have become converts to its principle."	
Redditch - - -	- - - - -	"Has not given general satisfaction."
Shipston-on-Stour - - -	- - - - -	
Tenbury - - -	"Has given satisfaction."	"Has not given satisfaction."
Upton-on-Severn - - -	"The Board generally and, they believe, the ratepayers at large are satisfied."	
Upton Snodsbury - - -	The Board believes "the money of the ratepayers to be more judiciously expended now than formerly."	
YORK (North Riding).		
Askrigg - - -	- - - - -	"Has not given satisfaction; the ground being the additional cost."
Birdforth - - -	- - - - -	
Bulmer, East - - -	- - - - -	"Has given general dissatisfaction."
Bulmer, West - - -	- - - - -	"Is not working satisfactorily."
Greta Bridge - - -	"Has given satisfaction generally."	"There has been an increase of expense, and therefore dissatisfaction."
Hang, East - - -	- - - - -	
Langbaugh, East.*	- - - - -	"Has not given satisfaction generally, because the system was established against the wish of the majority."
Langbaugh, West - - -	- - - - -	
Leyburn.*	- - - - -	Has not given satisfaction, the rates being increased.
Malton.*	- - - - -	
Northallerton - - -	- - - - -	"Has given general dissatisfaction; the cause being the increased rates."
Pickering Lythe, East - -	- - - - -	
Pickering Lythe, West - -	- - - - -	"Has not given satisfaction."
Richmond - - -	"Has given satisfaction."	"Is not working satisfactorily."
Ryedale - - -	- - - - -	"The ratepayers still continue their old objection, mainly on the grounds of the cost of salaried officers and other establishment charges."
Whitby Strand - - -	- - - - -	
		"Has failed to give satisfaction, chiefly because the Act was imposed against the expressed will of a large majority."

* Similar to the foregoing marked (A).

ABSTRACT OF REPLIES—*continued.*

County and Name of District.	Satisfactory.	Unsatisfactory.
YORK (West Riding).		
Ecclesfield and Bradfield -	"Is considered an improvement over the former system."	
Lower Strafforth and Tickhill.	"There is a growing feeling of satisfaction; several of the greatest opponents of the new system have expressed themselves content and even pleased with its working."	
Settle. †		
Staincliffe, East - -	"Has given satisfaction generally."	
DENBIGH.		
Abergele - - - -	"The Board considers it very satisfactory."	
Llangollen - - -	About half the number of waywardens report "that the system gives satisfaction."	
Llanrwst - - - -	"Has given satisfaction generally."	
Ruthin - - - -	"Has given satisfaction."	
Wrexham - - - -	"Has given satisfaction."	

† No reply has been received.

The replies contain a very general acknowledgment that the roads have been improved under the working of the Highway Acts.

Many of the Highway Boards refer to the neglected state the highways were in when handed over to their charge, and to the consequent increase of expense necessary to put them into good repair.

The suggested alterations in the Acts are too numerous and too varied to specify, but the principal are the following:—

One hundred and five District Boards suggest the making up of the annual accounts to the 25th of March, instead of to 31st of December.

Forty-five District Boards suggest that greater powers should be given to compel owners and occupiers to lop trees, trim hedges, cleanse ditches, remove scrapings, &c.

Forty District Boards suggest that all the highways in the district should be repaired out of the common fund.

Twenty-two District Boards suggest that there should be some less expensive process than at present for stopping up useless or unnecessary highways.

Twenty one District Boards suggest that the Acts should be made compulsory.

Nineteen District Boards suggest that there should be greater facilities or some less expensive process for borrowing money.

Seventeen District Boards suggest that "Ratione Tenure" roads should be included in the district, or that greater powers should be given with reference thereto.

Twelve District Boards suggest that power should be given to appoint more surveyors than one, if necessary.

Twelve District Boards suggest that greater powers should be given to the waywardens.

Twelve District Boards suggest that when tolls on turnpikes are abolished, the roads should be repaired either out of the common fund or the county rate.

Eleven District Boards suggest that all turnpikes should be abolished.

Eleven District Boards suggest that the present Acts should be repealed, and the laws consolidated into one Act.

Nine District Boards suggest that the weights carried on narrow wheels should be limited.

Nine District Boards suggest that all gates across highways should be removed.

Eight District Boards suggest that the laws relating to the straying of animals, pasturing and impounding the same, should be made more stringent.

Eight District Boards suggest that power should be given to repair the roads over bridges.

Six District Boards suggest that power should be given to fence dangerous places.

Six District Boards suggest that the Boards should be compelled to have an independent audit.

Six District Boards suggest that the districts should be co-extensive with the poor law unions.

HIGHWAY ACTS (1862 AND 1864).

ABSTRACT of the Replies received in answer to an Inquiry made by the Secretary of State for the Home Department, as to whether the new System introduced by the Highway Acts of 1862 and 1864 had given satisfaction to the Rate-payers or not.

(*Mr. Knatchbull-Hugessen.*)

***Ordered, by The House of Commons, to be Printed,
11 April 1870.***

170.

Under 2 oz.

HARBOUR, &c. BILLS.

RETURN to an Order of the Honourable The House of Commons,
dated 14 February 1870;—

THAT the Board of Trade do present to this House a REPORT upon the
BURNTISLAND HARBOUR BILL.

1870.

REPORT OF THE BOARD OF TRADE.

BURNTISLAND HARBOUR BILL.

By this Bill it is proposed—

To incorporate “The Trustees of the Harbour of Burntisland,” to consist Clause 7.
of—

- 1 The Provost of the Burgh for the time being.
- 2 Members of the Town Council, to be elected by the Town Council.
- 2 Nominees of the North British Railway Company.
- 1 Owner or Lessee of a Colliery in the county of Fife, to be elected by
Owners and Lessees of Collieries in that County.

6

To vest the harbours, docks, quays, &c. of Burntisland in the Trustees. Clause 18.

That the North British Railway Company shall pay and relieve the Town Clause 21.
Council from a debt of 10,000*l.*, now owing by the Town Council of Burntisland,
and secured on the Harbour rates; and that all debts and monies now due to
the Town Council in respect of the Harbour shall be paid to the Trustees.

To authorise the Trustees to construct a wet dock, situate in the Harbour, Clause 24.
and on lands adjoining thereto, and all necessary quays, wharfs, walls, roads,
accesses, approaches, rails, tramways, sidings, and other works and conveniences
connected therewith, extending from east to west, between a point on the east
side of the Harbour, 33 yards, or thereabouts, north-eastwards of the north-east
corner of the slaughter-house in the said burgh, and a point on the line of high-
water mark 460 yards, or thereabouts, westward of the northern end of the wall
or pier called Cromwell Dyke, and extending southwards to a point on or near
the island on the south-western side of the Harbour, 100 yards, or thereabouts,
south of the southern end of the said Cromwell Dyke, with an entrance to the
said wet dock from the Harbour.

To empower the Trustees to maintain and improve the Harbour. Clause 27.

To repeal existing Harbour rates, and to impose new rates. Clauses 32-35.

To empower the Trustees to borrow money. Clause 45.

Clause 53.

To apply the rates and revenues received by the Trustees, as follows :

1. In the maintenance of the Harbour.
2. In paying interest and principal of money borrowed.
3. In paying 500 *l.* a year to the Town Council of the burgh in perpetuity.
4. In paying interest, at the rate of five per cent. per annum, on the Harbour debt of 10,000 *l.*, to be paid by the Railway Company.
5. In paying the expense of improving the Harbour.
6. Any surplus revenue remaining in any one year, after making the above payments, to be paid to the Town Council.

Clauses 54, 55.

The above payments are to be subject to the following provisoes, viz., if the rates and revenues of the Harbour shall in any year be insufficient to pay 500 *l.* to the Town Council, the North British Railway Company shall make good the deficiency; and if such rates and revenues shall in any year be insufficient to meet the interest on 10,000 *l.* payable to the Railway Company, the Company shall have no claim for payment of arrears of interest in any subsequent year.

Clause 56.

To cancel existing agreements between the Town Council and the Railway Company.

Clause 58.

To repeal "The Burntisland Harbour and Dock Act, 1866." This enactment authorised a company to make a wet dock, occupying a considerable portion of the existing Harbour of Burntisland, and to purchase the existing Harbour, and the right of levying dues and rates therein, from the Town Council. The period for the compulsory purchase of lands under this Act expired on the 6th of August last. None of the works authorised have ever been commenced.

Clause 59.

To constitute the Trustees a pilotage authority.

Clause 63.

To save the rights of the Town Council to levy burgh custom dues.

The Board of Trade desire to call the attention of Parliament to the principle which, in their opinion, should always be observed in the case of Harbour Bills, viz., that no rates should be levied on shipping which are not directly and entirely expended for the benefit of shipping.

Under the existing Burntisland Harbour Improvement Act, passed in 1848, the Town Council receives, and applies to municipal purposes, one-fifth of the Harbour revenues arising from anchorage, shore dues, and a composition which has been made with the North British Railway Company.

From information supplied by the Town Clerk, the Board of Trade learn that the following has been the income of the Harbour from October 1859 to October 1869 :—

RETURN of the INCOME of BURNTISLAND HARBOUR from October 1859 to October 1869.

D U E S.	Year 1859-60.	Year 1860-61.	Year 1861-62.	Year 1862-63.	Year 1863-64.	Year 1864-65.	Year 1865-66.	Year 1866-67.	Year 1867-68.	Year 1868-69.
Anchorage, 1d. per ton	£. s. d. 103 17 11	£. s. d. 132 5 2	£. s. d. 151 16 4	£. s. d. 153 1 9	£. s. d. 189 6 1	£. s. d. 191 19 5	£. s. d. 226 8 9	£. s. d. 265 17 11	£. s. d. 421 11 1	£. s. d. 377 6 4
Light dues, 1d. "	31 19 5	33 2 3	37 18 11	38 10 7	47 6 6	47 19 8	56 11 10	66 9 24	165 7 94	94 7 74
Shore dues, per ton	35 1 9	37 15 3	33 11 9	76 17 4	113 16 5	153 10 3	123 14 11	322 14 8	576 13 6	526 11 4
Craneage, 1d. per ton	25 12 7	67 7 9	88 5 1	83 8 5	107 - 6	117 8 8	144 - 6	174 5 9	305 12 6	270 8 3
Ballast, 1d. "	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	26 8 11	31 10 84
£.	196 11 8	270 10 5	311 12 1	250 18 1	457 9 5	510 18 -	550 16 -	829 7 74	1,435 14 94	1,300 4 -
Composition in lieu of customs and dues paid by the North British Railway Company to the Burgh, under agreement entered into between the Burgh and the Edinburgh and Northern Railway Company, dated 16th and 21st, and registered in the books of Council and Session, 27th March 1848, per annum	1,000 - -	1,000 - -	1,000 - -	1,000 - -	1,000 - -	1,000 - -	1,000 - -	1,000 - -	1,000 - -	1,000 - -
Composition in lieu of customs and dues upon coals paid by the North British Railway Company to the Burgh under agreement, per annum	60 - -	60 - -	60 - -	60 - -	60 - -	60 - -	60 - -	60 - -	60 - -	60 - -
TOTAL REVENUE applied in terms of Act of Parliament of 1848, c. 98	£. 1,256 11 8	1,330 16 5	1,371 12 1	1,410 18 1	1,517 9 5	1,570 18 -	1,610 16 -	1,889 7 74	2,495 14 94	2,360 4 -

Note.—The anchorage and harbour light dues are levied upon vessels entering the harbour. The shore dues are levied upon animals and goods landed and shipped within the harbour and royalty of the burgh. There are no dues levied on persons.

Of these amounts one-fifth of the railway composition, of the anchorage dues, and of the shore dues, is applied to town purposes, and it would appear that the amount so applied in the year 1868-9 is a little under 400 *l.* The present measure proposes, however, not only to perpetuate, but to aggravate, the existing state of things, as it provides (Clause 53) that not only shall the Town Council receive annually 500 *l.* out of the Harbour revenues in perpetuity, but that any surplus revenue which may remain after payment of the expenses of maintenance, interest on debt, &c., shall be paid to the Town Council.

The present opportunity should, in the opinion of the Board of Trade, be taken advantage of to put a limit to the existing diversion to municipal purposes of Harbour revenues, and the Board would suggest that the adoption of a plan similar to that adopted for the extinction of the town dues at Liverpool and other places, should be made a condition of this Bill receiving the assent of Parliament.

While thus stating their objection to the mode in which it is proposed by this Bill to apply the rates and revenues of the Harbour, the Board of Trade desire to offer observations on some of the Clauses of the Bill.

Clause 3. The Board would submit that there is no good reason why Section 78 of "The Harbours, Docks, and Piers Clauses Act, 1847," referring to lighthouses and beacons, should not, in accordance with the usual practice of Parliament, be incorporated in the Bill.

Clauses 24 and 25. They would also suggest that in the construction of the proposed wet dock, the removal of Cromwell's Dyke and the occupation of north-west part of the existing Harbour by the eastern wall of the Dock, should be deferred as long as possible during the excavation, in order not to interfere unnecessarily with the present area of the Harbour.

The Board submit that Clause 26 ought to be omitted, as Section 11 of the Harbour Docks, &c. Clauses Act, 1847 (to be incorporated in the Bill), effects the same objects. The retention in the Bill of Clause 26, taken in connection with Clause 3, might be taken to imply a power to deviate from plans without having first received the assent of the Board of Trade to the alterations, and which would be contrary to the usual Parliamentary practice.

Clauses 32-35. The proposal not to incorporate Sections 25 and 26 of "The Harbours, Docks, and Piers Clauses Act, 1847," appears to require consideration before it is acquiesced in. Clauses 32-35 of the Bill propose to enact that the existing rates should cease, and the new rates be imposed, from and after the 1st of October 1870. It would appear inequitable that these new rates should commence until the proposed works have been constructed, and the Board of Trade would submit that until the works are completed the existing rates should not be interfered with.

Clause 59. In the event of Parliament being of opinion that it is right to confer any pilotage authority on the Trustees of the Harbour, the Board of Trade would suggest that such authority should not override that of the Leith Trinity House, or other general authority in the Forth, and should be confined to vessels bound to and from Burntisland. Such local authority should also not be permitted to have different rates of pilotage from the Leith Trinity House.

Schedule B. It is contrary to the general policy of recent legislation upon the subject of differential dues, as well as of Treaties with Foreign nations, to make Scottish coals or home gravestones pay less dues than English coals and foreign gravestones, or to make 33 per cent. difference in favour of British, as compared with foreign spirits.

It remains to direct attention to the opening recital of the Bill; it is most unusual in private Bills to assert or confirm in recitals a title to private property, and the Board of Trade would submit that the introductory statement of the Bill should be altered so as to avoid the assertion of a title of the validity of which Parliament has no means of judging.

This Bill is promoted by the North British Railway Company. An application has also been made to the Board of Trade under the General Pier and
21—(1).

Harbour Acts by the Town Council of Burntisland for a Provisional Order. The Draft Order submitted by the applicants is, with a few verbal exceptions, identical with, and may therefore be presumed to be supported in, the same interests as the present Bill. The proposed works, however, are not so extensive as those proposed by the Bill. The Board have stated to the Town Council that the principle by which their action is guided in similar cases to the present is, that no rates should be levied on shipping which are not directly and entirely expended for the benefit of shipping, and that they should be unable to proceed with the present application unless that principle is ultimately, at any rate, strictly adhered to; that looking to the usage which has for some years obtained at Burntisland, the Board of Trade might probably, having regard to Parliamentary precedents, not object to the Town Council receiving out of the harbour revenues, for a given number of years, not exceeding 10, an annuity calculated on the average amount during the past five years of the one-fifth of the dues and composition received by them; but that subject to an arrangement of this description, they would take care that in any order made by them, clauses should be inserted providing that dues levied on ships and goods carried in ships should be applied entirely for the benefit of those who pay them.

The Town have not acceded to these terms, and the Board of Trade, therefore, for the reasons stated in this Report, will decline to proceed with the application for a Provisional Order until the burgh either accept them or offer a satisfactory explanation of a proposal which at first sight appears open to the objections here pointed out.

Board of Trade,
12 February 1870.

T. H. Farrer.

HARBOUR, &c. BILLS.

1870.

REPORT OF THE BOARD OF TRADE.

BURNTISLAND HARBOUR BILL.

(*Mr. Shaw Lefevre.*)

*Ordered, by The House of Commons, to be Printed,
14 February 1870.*

21—(1).

Under 1 (2).

THAT the Board of Trade do present to this House a REPORT upon the
CLYDE LIGHTHOUSES BILL.

20

To authorise the new Trustees to take dues, not exceeding the following rates per register ton, in respect of all vessels which pass the Little Cumbrae Light, either by the west or east sides of Little Cumbrae Island, or by the channel
21—(2). between

between the islands of Bute and Arran, and navigate the River Clyde and the Firth of Clyde

	Penny.	
(1.) East of Lady Burn (Greenock Harbour) outwards,	$\frac{1}{12}$	Foreign Trade.
(2.) „ „ „ inwards	$\frac{7}{12}$	
(3.) West of Lady Burn (Greenock Harbour) outwards,	$\frac{4}{12}$	
(4.) „ „ „ inwards	$\frac{4}{12}$	
(5.) East of Lady Burn - - - - -	$\frac{7}{24}$	Home Trade.
(6.) West of Lady Burn - - - - -	$\frac{7}{24}$	

To authorise the new Trustees to expend :

(a) On the lighting and improvement of the navigation of the Clyde, west of the Lady Burn, the proceeds of the above rates, to the extent of :—

Penny.

$\frac{4}{12}$ of (1) and (2).
All of (3) and (4).
 $\frac{4}{24}$ of (5).
All of (6).

(b) On the lighting and improvement of the navigation of the Clyde between Lady Burn and a line drawn between Newark Castle and Cardross Burn, the proceeds of the above rates, to the extent of—

Penny.

$\frac{3}{12}$ of (1) and (2).
 $\frac{3}{24}$ of (5);

having regard to the entrance to Port Glasgow.

To authorise the Trustees of the Clyde Navigation, subject to any rights belonging to the Trustees of Port Glasgow Harbour under their Harbour Act of 1864, to take, in respect of all vessels navigating the River Clyde, or any portion thereof, to the east of Newark Castle, the following rates per register ton :—

	Penny.
(1.) Foreign, going inwards or outwards - - -	$\frac{5}{12}$
(2.) Home trade, inwards or outwards - - -	$\frac{5}{24}$

To provide that these rates, levied by the Clyde Navigation, shall be expended wholly in marking and improving the navigation of the river.

To provide for the keeping of separate accounts of the several rates levied under the Act.

To authorise the new Trustees power to borrow 7,000*l.* on the security of the rates, 4,000 *l.* to be expended on new lights or other necessary works to the west of Lady Burn (*i. e.* Greenock), and 3,000 *l.* to be expended on similar works between Lady Burn and Newark Castle.

Representations have been addressed to the Board of Trade on the part of a portion of the trade of the Clyde in favour of transferring the management of these Cumbræ Lights to the Commissioners of Northern Lighthouses.

If the local interests affected were willing to adopt this plan, it would no doubt be a simpler one than the plan proposed by the present Bill, and there would be no objection on the part of the Board of Trade, and probably none on the part of the Commissioners of Northern Lighthouses. In that case it would be necessary, in order to save the Mercantile Marine Fund harmless, to levy upon the trade of the Clyde in respect of these lights a sum equivalent to the cost of maintaining them, which, according to the return in Parliamentary Paper (No. 283, of 1858), averaged between the years 1837 and 1857, about 1,350*l.* a year. This toll would be collected with and in the same way as the other general light dues.

Section 29: Under the present wording of this clause, vessels passing between the isles of Arran and Bute, to or from Loch Fyne, for instance, but not going to

to the east of Bute Island, may be subjected to the same rates as are imposed under Sub-section (6) on vessels trading west of Lady Burn, which would be objectionable ; and vessels trading to or from Ardmore may be subjected to the same rates as are under Sub-sections (1), (2), and (5) imposed upon vessels trading east of Lady Burn, a portion of which tolls are, under Clause 30, to be applied to the improvement of the approaches to the Harbour of Port Glasgow and the part of the river between the Lady Burn and Newark Castle, and from which improvement the Ardmore trade would derive no benefit.

Section 32. There appears to be no good reason why vessels belonging to the Commissioners of Irish Lights should not, with those belonging to the other general lighthouse authorities, be included in this exemption.

The Board of Trade would suggest, that in addition to separate accounts of the rates levied, separate accounts of money expended out of the rates should be kept, and published annually.

The general powers proposed to be taken under Clause 28 for the removal of obstructions, and the maintenance and improvement of the navigation of the River Clyde will, according to the usual practice of Parliament, render necessary the incorporation of Sections 11 and 12 of "The Harbours, Docks, and Piers Clauses Act, 1847," and of Sections 13, 18, and 19 of "The Railways Clauses Act, 1863," with the usual interpretation, that in construing those sections "of both these enactments, the words 'Harbour,' 'Dock,' and 'Pier,' 'Work' and 'Railway,' shall be taken to mean any work below high-water mark which the Trustees may construct under the authority of this Act."

Board of Trade,
February 1870.

T. H. Farrer.

HARBOUR, &c. BILLS.

1870.

REPORT OF THE BOARD OF TRADE.

CLYDE LIGHTHOUSES BILL.

(*Mr. Shaw Lefevre.*)

***Ordered, by The House of Commons, to be Printed,
14 February 1870.***

21—(2).

Under 1 oz.

HARBOUR, &c. BILLS.

RETURN to an Order of the Honourable The House of Commons,
dated 14 February 1870;

THAT the Board of Trade do present to this House a REPORT upon the
1. CONTINENTAL COMMUNICATION BILL; 2. INTERNATIONAL COMMUNICA-
TION BILL.

1870.

REPORT OF THE BOARD OF TRADE.

1.—CONTINENTAL COMMUNICATION BILL.

2.—INTERNATIONAL COMMUNICATION BILL.

Continental Communication Bill.

By the first of these Bills it is proposed:—

To incorporate “The Continental Communication Company” for the purpose of establishing Steam Vessels of great power to ply between Dover and the Continent. Clause 4.

To authorise the Company,—

Clause 5.

1. To remove the following portions of the existing works in Dover Harbour:

- (a) About 120 yards of the southern end of the Crosswall Quay.
- (b) About 125 yards of the south-west quay of the Inner Harbour.
- (c) The south-west quays of the Tidal Harbour.
- (d) The Boom-house Pier, the South Pier, the tide-lights, the sluicing reservoir, and about 70 yards of the stone glacis between the South Pier and the Admiralty Pier.
- (e) About 80 yards of the southern end of the North Pier.
- (f) The hardway and two spurs or jetties on the east side of the Tidal Harbour.

2. To excavate an extension of the Tidal Harbour at its north-western corner, and to build the quays and walls necessary for such an extension.

3. To construct a quay about 20 yards wide across the Inner Harbour in a south-easterly direction, from opposite the Custom House to the north-west side of the cross wall opposite the Compass-house.

4. To construct a new quay and dock wall along the entire length of the south-western side of the Tidal Harbour, terminating about 100 yards east of the north-east corner of the Lord Warden Hotel.

5. To construct a pier (A.) about 260 yards long, commencing at the termination of the last-mentioned quay and dock wall, and extending seawards in a south-east direction with railways and sidings thereon.

6. To construct a pier or breakwater (B.) commencing on the sea-face of the quay east of the Tidal Harbour, at a point about 45 yards south-east of the north-east angle of the Tidal Harbour, thence extending seawards in a south-east direction for about 50 yards when it turns in a southerly direction for about 500 yards.

7. To deepen and improve the bed of the Tidal Harbour and its approaches.

8. To construct sundry railways in communication with the harbour and new works.

Clause 45.

To exempt from Dover Harbour Dues all vessels belonging to the Company, and goods landed on and shipped from their works.

Clauses 46, 47.

To authorise the Company to accept subsidies from Foreign Governments and Companies, and to agree with them in respect of,—

(a) The improvements of foreign ports ;

(b) The construction, maintenance, and management of the works authorised by the Act ;

(c) Arrangements for traffic, and

(d) The division of the revenue, arising from traffic.

Clauses 48-58.

To authorise the Company to enter into traffic and financial arrangements with the South Eastern and London, Chatham, and Dover Railway Companies.

International Communication Bill.

By the second of these Bills it is proposed—

Clause 4.

To incorporate "The International Communication Company" for the purpose of establishing steamers of great power, speed, and burthen, to ply between Dover and the Continent.

Clauses 5, 6.

To authorise the following works on the western side of the Admiralty Pier at Dover :—

1. A sea wall commencing at a point situate at about 30 yards southward of the eastern entrance of the Shakspeare Tunnel near Dover, and extending seaward in an easterly direction for a distance of 900 yards, or thereabouts.

2. A pier or breakwater commencing at the eastern termination of the sea wall last described, and extending seaward in an easterly direction for a distance of 430 yards, or thereabouts.

3. A short pier, 66 yards in length, abutting in a south-westerly direction from the western side of the Admiralty Pier, at a point about 280 yards from its commencement, where the chart marks about 28 feet of water.

4. A harbour and water station inside the proposed pier, where the plans show that it is intended to build jetties projecting from its western quay, which will be indented by two berths, capable of containing vessels of great size. The northern quay of the harbour will extend along the shore from opposite Archcliffe Fort to the northern end of the Admiralty Pier.

5. Dredging and deepening the bed of the sea within the proposed harbour.

6. Short railways, and a roadway in communication with the proposed harbour.

Clause 30.

To fix seven years as the period for completion of the works.

Clause 31.

To empower the Company to defer taking lands for the purposes of their railways and roadway until the other works to be authorised have made progress.

To exempt from Dover Harbour Dues vessels and goods using the Company's Clause 45 works.

To authorise the Company to enter into traffic arrangements with the South Eastern and London, Chatham, and Dover Railway Companies. Clause 48.

It is unnecessary to dwell on the importance of communication with France; but the means of embarkation and disembarkation are more required on the French than on the English side, and it is necessary in any designs for improvement, that what is done here should be consistent with, and have reference to, what is done or contemplated in France.

Captain Tyler, R.E., in June 1869, made a report to the Board of Trade upon the improvement of the means of communication between England and France, which was presented to Parliament (No. 353, of Session 1869). Since that report was written the subject has been constantly under the consideration of the French Government, and it is reported that their deliberations have resulted in a determination not to sanction the construction of a new Port at Audresselles, but rather to improve the existing French Ports.

The "Continental" Bill having been withdrawn, it is not now necessary for the Board to report upon the scheme proposed by it.

The "International" Bill and scheme provide for extensive railway and harbour works at Dover, with a view to the special object of ferrying railway trains across the Channel in vessels of 450 feet long by 80 feet (over all) of beam, and to carry out this special object, harbours are required on both sides of the Channel, with berths for ferrying steamers, where they may lie in still water during the roughest weather, while, by means of hydraulic apparatus the train, or rather trains (of the two Companies), are lowered or lifted to the proper (tide) level and run on board.

Inasmuch as the proposed harbour and railway works at Dover involving a heavy outlay, and designed as above for a special object, will be useless, as far as that object is concerned, without the construction at the same time of similar works on the French coast, it will deserve consideration whether Parliament ought to sanction such works without being satisfied that the works on the French coast, which would be necessary for the completion of the whole scheme, will be really undertaken, or, at all events, making such sanction contingent on the undertaking of those works.

This appears to be the main question for present consideration. But assuming this to be determined in favour of the scheme, there are also other important questions.

1. Is it desirable that the trains should be ferried across the Channel?
2. Admitting the necessity for improvement, would it not be sufficient if larger steamers with adequate shelter and superior accommodation on board, were employed without placing the trains on board of them?
3. Could the proposed ferry steamers at certain seasons accommodate, in addition to all the passenger carriages, all the luggage and mail vans, which require accommodation still more than passengers?
4. On which side of the Admiralty Pier is it desirable that any further harbour accommodation should be provided?
5. Considering that the proposed new Pier runs short of, and does not overlap, the Admiralty Pier, could the harbour, as now proposed, be entered without undue risk in all weathers, and especially during south-westerly gales?
6. Could the jetty or cross pier proposed to be attached to the Admiralty Pier be so modified as to answer the necessary purpose of ensuring still water at the berths for transferring the trains to the ferry steamers, and at the same time to avoid obstruction in approaching the inner landing-stage of the Admiralty Pier, and disadvantage in causing heavy seas to wash over the Admiralty Pier during heavy weather at the angle of junction?

It would, perhaps, be premature to enter at length upon these questions until the first-mentioned question, as to whether the French Government would

co-operate in carrying out the special object contemplated in the "International Communication" Bill be decided.

The Board of Trade are not aware whether any of the capital of the Company has been subscribed, or whether the Railway Companies are prepared to co-operate in carrying out the proposed scheme. It is obvious that much will depend upon the desire of the public to come forward, and upon the attitude of the Railway Companies.

As regard the details of the harbour, and its effect on existing works at Dover, the Board of Trade desire to offer the following observations :—

The promoters propose to utilise, for their own purposes and profit, the existing Government Pier, and not content with using it simply as an arm to cover and protect their harbour on the east (without which their expenditure must have been materially increased), propose to construct a small cross pier or jetty at the bend of, and joining on to, the Admiralty Pier, from which it is to extend 200 feet. This spur or cross pier has been apparently introduced with the view of counteracting the alleged damaging effect of the rebound of the waves from the Admiralty Pier across the entrance of the proposed harbour, by removing that entrance so much further to the westward, and also to arrest the run of the sea into the harbour. The Board of Trade are advised, however, that the western pier will probably be found to reduce materially the sea action in this respect, and that by a modification of the entrance the promoters may be able to secure sufficient stillness within, without the aid of the jetty as at present designed.

But however this may be, the jetty or cross pier is objectionable, inasmuch as it will interfere with the free use of the western side of the Government Pier, rendering the landing-stage within it at times practically useless, and always inconvenient to use. But more than this : it would prove a serious element of weakness to the Admiralty Pier, for it would accumulate such a heavy sea at the angle of junction during south-west gales as to threaten the stability of the parapet wall, whilst the waves would sweep the quay and render it unsafe and impassable, and thus stop the whole traffic of the Admiralty Pier. These are substantial reasons for considering that this jetty would be an injurious interference with the Government Pier, and with the present beneficial use of that pier by the Railway Companies and the public.

As regards the Admiralty Pier, therefore, the Board of Trade, to whom the duty of its completion and maintenance has been entrusted by the Legislature, feel bound to call the attention of Parliament to certain requirements with which, as trustees for the public, they are of opinion the Company should, if they obtain their Bill, be bound to comply.

1. That Clause 35, as to deviation, should be altogether omitted from the Bill.

2. That clauses be inserted in the Bill to provide—

(a) That the Company shall not take, enter upon, or interfere with any portion of the Government property, without the previous consent of the Board of Trade ; and it should be understood that such consent will not be given to the cross pier above referred to.

(b) That in case any portion of the Government property is taken by the Company with such consent, and the works of the Company are not completed within the time specified by the Bill, such property shall at once revert to the Board of Trade.

(c) That nothing contained in or authorised by the Bill shall in any way interfere with the Admiralty Pier or vessels coming thereto or departing therefrom, or with the officers of the Board of Trade and the Admiralty in the discharge of their duty ; and that such officers shall at all times have free access to the Company's premises.

(d) That the free use of the Admiralty Pier shall not in any way be interfered with by the works or vessels of the Company.

(e) That the Company shall not make any excavations within 100 yards of the foundations of the Admiralty Pier, or carry on any dredging operations without the previous consent of the Board of Trade.

3. With

3. With regard to the proposed deepening of the approaches to the Company's works, experience shows that in cases where extensive excavations have been carried on for harbour works, difficulties often arise with respect to the disposal of the materials excavated, and it is therefore suggested that a clause should be inserted in the Bill to empower the Board of Trade to determine the spot where the materials to be excavated for the Company's works shall be deposited.

4. The limits within which the powers of the Pier Master of the Company are to be exercised are by Clause 39 stated to be the Company's works, and a distance of 50 yards measured in all directions therefrom.

The Board of Trade would submit, that if Parliament should think fit to sanction these limits, the powers of such Pier Master should not extend to any officers, agents, or servants of any Department of the Government, or to the Contractors for any Government works, or to vessels bound to or from the Admiralty Pier.

The Board of Trade would submit that, in accordance with the usual practice of Parliament, the following addition should be made to Clause 2 of the Bill, in order to render sections 13-19 of "The Railways Clauses Act, 1863," applicable to the proposed piers and quays: "In construing sections 13-19, both inclusive, of 'The Railways Clauses Act, 1863,' the words 'Harbour,' 'Dock,' and 'Pier,' 'Work,' and 'Railway,' shall be taken to mean the water station, piers, jetties, quays, and all other works, as well as the railways authorised by this Act." The insertion of this interpretation will render Clauses 36, 37, and 38 of the Bill unnecessary.

They would further submit that, in accordance with recent practice, a clause should be inserted providing for the exhibition on the proposed works of such permanent lights as the Elder Brethren of the Trinity House of Deptford Strond may deem necessary.

T. H. Farrer.

Board of Trade,
March 1870.

HARBOUR, &c. BILLS.

1870.

REPORT OF THE BOARD OF TRADE.

**CONTINENTAL COMMUNICATION
BILL.
INTERNATIONAL COMMUNICA-
TION BILL.**

(Mr. Shaw Lefevre.)

*Ordered, by The House of Commons, to be Printed,
14 February 1870.*

21—(3.)

Under 1 oz.

HARBOUR, &c. BILLS.

RETURN to an Order of the Honourable The House of Commons,
dated 14 February 1870 ;—

THAT the Board of Trade do present to this House a REPORT upon the
EXMOUTH DOCKS BILL.

1870.

REPORT OF THE BOARD OF TRADE.

EXMOUTH DOCKS BILL.

This Bill proposes—

1. To abolish certain town dues levied by the Corporation of Exeter upon ships coming to or up the River Exe into the port of Exeter, and which are applied to a considerable extent to purposes other than for the benefit of those that pay them.

2. To alter and extend the jurisdiction of the harbourmaster of the Exmouth Docks Company.

The first of these objects is desirable, and will be a proper relief to the trade of Exmouth, but the second is calculated to perpetuate an existing hardship which, if not removed, will become well nigh intolerable to the trade of Exeter.

The history of this Bill is shortly as follows.

In the Session of 1864 the Exmouth Docks Company applied to Parliament for an Act to authorise the construction of Docks in front of the town of Exmouth. While their Bill was before Parliament the Board of Trade, in their Report to the House of Commons (Parliamentary Paper, No. 19, cxxxii. of 1864), directed attention to Clause 7, which proposed to define the limits over which the authority of the dockmaster might be exercised. The Report stated, “It seems to be a question whether the proposed limits of one mile from the Docks would not give the Company’s dockmaster control over the navigation of vessels not intended to use the Dock, to a greater extent than would be requisite for the proper regulation of the approaches to the Company’s works.”

The Bill of 1864, however, was not opposed in either House of Parliament, and became law. It is now the 27 & 28 Vict. c. cccix., and the 23rd clause is in these words :

“The limits within which the powers of the dockmaster, with respect to the regulating of vessels, may be exercised, shall be the docks and entrances thereof, and all works and lands of the Company connected therewith, and shall also comprehend a distance of, but not exceeding, one mile to the east, one mile to the south, and one mile to the west of any part of the works delineated on the deposited plans, and by this Act authorised to be made.”

The limits prescribed by this section embrace the whole of an anchorage called “The Bight,” at the mouth of the River Exe, beyond which no vessels above a very moderate draught of water, bound for Exeter, can proceed without lightening their cargoes, and where they are consequently obliged to anchor.

The Dock Company had, at the end of the year 1868, sufficiently advanced their works to entitle them to take rates in respect of vessels using their Docks ; and not long after the rating powers of the Company had been exercised repre-

sentations were addressed to the Board of Trade by the Exeter Chamber of Commerce, complaining of the proceedings of the Company's dockmaster. This officer, relying on the large powers given by the section above mentioned, had ordered several ships which, bound for Exeter, had come to anchor in "The Bight" (the Bight being, though far from the Docks, within the limits of his jurisdiction) to shift their position and come into the Docks; thereby rendering themselves liable to dock rates. The masters of these vessels, on refusing to obey, were summoned before the local magistrates and fined, in pursuance of Section 53 of "The Harbours, Docks, and Piers Clauses Act, 1847," which, according to the usual practice of Parliament, had been incorporated in the Company's Act.

The Board of Trade, however, had no power to interfere; and it was represented to them that whilst on the one hand the trade of Exeter might suffer from the passing toll levied upon it under the powers of the Exmouth Docks Act, the trade of Exmouth suffered by having to pay Exeter town dues. The Board of Trade, therefore, suggested that an endeavour should be made in the present Session to remove both those abuses. The powers of the Exmouth Docks Company, and of their Harbour master, are, as the Board of Trade understand, still under litigation.

The present Bill deals with both the above questions. It provides for putting an end to the Exeter town dues; but as regards the powers of the Exmouth dockmaster not only does it not remove the just objections urged by the Exeter trade, but it confirms and makes perpetual the powers in question by Clause 5, which is as follows:—

"The limits within which the powers of the dockmaster for the purposes of 'The Harbours, Docks, and Piers Clauses Act, 1847,' 'The Exmouth Docks Act, 1864,' and this Act may be exercised shall extend to the docks and entrances thereof, and all works and lands belonging to the Company connected therewith, and to any place within a radius of one mile from any part of the works of the Company, as shown on the plans mentioned in the 23rd section of 'The Exmouth Docks Act, 1864,' as the deposited plans."

These limits will comprise the whole of the anchorage called "The Bight."

The Board of Trade would suggest not only that this clause should not become law, but that the existing Act should be modified so as to limit the power of the Exmouth dockmaster. If the Exmouth Docks Act has really conferred on him these powers which he claims, it can have done so only by surprise, and in consequence of the omission on the part of Exeter to bring the facts to the notice of Parliament. The Dock was and is merely a Dock belonging to a private Company; it is not a Harbour, nor should its owners be invested with the powers of a Harbour authority. The works have conferred no additional shelter on the Harbour beyond the Dock itself; and the Board of Trade would submit that the extent of the limits over which the dockmaster should have authority to interfere with the berthing of vessels should be confined to that part of the channel of the river due south of the south frontage or dock land which abuts on the shore. All vessels whatever should be free to anchor in any available part of the channel beyond these limits.

The Board of Trade desire further to call attention to Clause 7 of the Bill, by which it is proposed to empower the Company to lease their undertaking either for a term of years or in perpetuity to John Howard of Exmouth. This gentleman is the Managing Director of the Company.

The proposal is, in the opinion of the Board of Trade, under any circumstances very questionable; but if it were to become law without any alteration of the limits of the jurisdiction of the dockmaster, the trade of Exeter could be saddled in perpetuity with a tax for the benefit of a private individual and his successors, who would be only bound to maintain the works of the Dock in just sufficient repair to prevent the Board of Trade from exercising the jurisdiction vested in them by the Act of 1864 for the abatement of abandoned works.

Whilst thus stating their objections to the proposals in this Bill, the Board of Trade desire at the same time to repeat their opinion that it is expedient to take advantage of this occasion to relieve the trade of Exmouth from any tax in the nature of town dues paid to the Corporation of Exeter.

Board of Trade,
February 1870.

T. H. Farrer.

HARBOUR, &c. BILLS.

1 8 7 0.

REPORT OF THE BOARD OF TRADE.

EXMOUTH DOCKS BILL.

(Mr. Shaw Lefevre.)

*Ordered, by The House of Commons, to be Printed,
14 February 1870.*

21—(4).

Under 1 oz.

HARBOUR, &c. BILLS.

RETURN to an Order of the Honourable The House of Commons,
dated 14 February 1870 ;—

THAT the Board of Trade do present to this House a REPORT upon the
THAMES NAVIGATION BILL.

1870.

REPORT OF THE BOARD OF TRADE.

THAMES NAVIGATION BILL.

THE general objects of this Bill, promoted by the River Thames Conservators, are as follows :—

- To partially restrict the qualifications of electors in the upper district, under Clause 4.
“The Thames Navigation Act, 1866.”
- To make provision for raising contributions from the owners of such lands in the Upper District as are for the time being benefited by the improvements made in that district by the Thames Conservators. Clauses 7-21.
- To extend the area within which the provisions of “The Thames Navigation Act, 1866,” as to pollution of the water, may be exercised. Clauses 22, 23, 31.
- To empower the Conservators to establish and maintain, and levy tolls in respect of, ferries across the Thames above Teddington Lock. Clause 24.
- To repeal an existing exemption from toll which pleasure boats passing through locks in certain parts of the river at present enjoy. Clause 25.
- To authorise the Conservators to improve Putney and Battersea Bridges. Clauses 26, 27.
- To abolish from and after the 31st of December 1870, the control of the Watermen's Company over river steamboats and lighters. To transfer to the Thames Conservators certain powers and duties of the Company as to registration, &c.; and to reduce the limits within which certain privileges of the Watermen's Company are now enjoyed. Clauses 28, 30.
- To enable the Thames Conservators to make bye-laws, to be allowed by Order in Council, for the regulation of vessels navigating the river.
- To compel the Metropolitan Board of Works to deodorise sewage before discharging it into the Thames at Barking or Crossness. Clause 32.
- To enable the Conservators to acquire piers at Gravesend. Clauses 33, 34.
- To empower the Conservators to levy tonnage dues, &c., on sailing vessels sailing beyond Gravesend, but not entered at the Custom House. Clause 41.

The principal questions for consideration upon this proposal of the Thames Conservancy are —

- The navigation of the Upper Thames.
 - The pollution of the River.
 - Improvement of Bridges.
 - The powers of the Watermen's Company.
-

Upper District Navigation.

Upper District
Navigation.

Since the introduction of the Bill the Clauses relative to this portion of the scheme have been withdrawn. It is unnecessary, therefore, to allude to them.

The Pollution of the River.

Pollution of water.

With regard to the pollution of the river, the subject is one more for the consideration of the Home Department and the Rivers Commission than for the Board of Trade, and consequently the Board refrain from offering any observation upon this question.

The Improvement of Bridges.

Improvement of
Bridges.

With regard to the improvement of Putney and Battersea Bridges, the powers proposed to be taken under the 26th and other clauses of the Bill appear to render necessary, according to the usual practice of Parliament, the insertion in the Bill of a clause providing that the 105th section of "The Thames Conservancy Act, 1857," shall be read and construed as forming part of the proposed enactment. According to the same practice, sections 13, 18, and 19 of "The Railways Clauses Act, 1863," should be incorporated, with an interpretation to the effect that "in construing those sections of the last-mentioned enactment, the words 'work' and 'railway' shall be taken to mean works any below high-water mark which the Conservators may construct under the provisions of this Act."

The necessity for re-building these bridges, or increasing the waterway by removing some of the piling, has long been felt, and with the growing traffic on the river the inconvenience of the present erections increases.

Powers of the Watermen's Company.

Watermen's Com-
pany.

Upon this part of the Bill the Board of Trade reported fully in the year 1859 when the Thames Watermen and Lightermen Bill was before Parliament (*see* No. 80—XV. of Session 1859).

Although some of the questions to which attention was then directed were remedied by the "Watermen's and Lightermen's Amendment Act, 1859," there is much of that Report which would apply to the present Bill, and to it, therefore, the Board of Trade would desire to refer.

Board of Trade,
March 1870.

T. H. Farrer.

HARBOUR, &c. BILLS.

1870.

REPORT OF THE BOARD OF TRADE.

THAMES NAVIGATION BILL.

(Mr. Shaw Lefevre.)

**Ordered, by The House of Commons, to be Printed,
14 February 1870.**

21—(5).

Under 1 oz.

HARBOUR, &c. BILLS.

RETURN to an Order of the Honourable The House of Commons,
dated 14 February 1870.

THAT the Board of Trade do present to this House a REPORT upon the
1. TYNE IMPROVEMENT BILL; 2. NEWCASTLE-UPON-TYNE IMPROVE-
MENT BILL.

1870.

REPORT OF THE BOARD OF TRADE.

1. TYNE IMPROVEMENT BILL.

2. NEWCASTLE-UPON-TYNE IMPROVEMENT BILL.

THE object of the first of these Bills (promoted by the Tyne Improvement Commissioners) is—

To transfer to the Tyne Improvement Commissioners the five-eighth parts of the “coal dues” levied in the port of Newcastle-upon-Tyne by the Corporation of Newcastle, and now forming part of their Borough Fund, and all powers in respect thereof. The other three-eighths of the same dues were by the “River Tyne Improvement Act, 1850,” transferred to the Tyne Improvement Fund.

To pay over to the Corporation of Newcastle the proceeds of the five-eighth parts of the “coal dues” from the time the Bill becomes law until the first day of January 1872.

To confer on the Improvement Commissioners further powers of borrowing money.

The second of these Bills (promoted by the Newcastle Town Council) proposes, among other things—

To authorise the Corporation of Newcastle-upon-Tyne to borrow upon security of the five-eighth parts of the “coal dues,” now forming part of their Borough Fund, the sum of 200,000*l.*, for the purpose of extending, rebuilding, and from time to time repairing and improving the public quay of Newcastle-upon-Tyne.

To make the meaning and object of these Bills intelligible, it is necessary to give a short statement of the case.

Before 1850 the Conseryancy of the Port and Harbour of the Tyne, including North and South Shields, was vested in the Municipal Corporation of Newcastle. That Corporation levied throughout the whole of the port various dues upon ships, and upon exports and imports. The dues levied were originally claimed under old Acts and Charters, but were afterwards settled by private Acts of Parliament, obtained by the Corporation in 1837 and 1841.

State of things before 1850. See Parl. Paper, 1849, No. 94—(28).

The dues in question were—

1. Import duties on goods.
2. Ballast cess, being the sum charged by the Corporation for removing ballast from vessels.
3. Dues for leave given to individuals to remove certain descriptions of ballast.

4. Ballast Office dues on every ship entering the port, except for refuge or supplies.
5. Ballast warrants.
6. Ship and boat dues.
7. Groundage and plankage.
8. Export duty on coals, cinders, grindstones, and salt.
9. Package duty on goods using Newcastle Quay.
10. In addition, the Corporation levied a special rate, under a special Act, for the purpose of placing moorings in the river, and maintaining a river police.

On most of the above rates freemen of Newcastle paid less than other persons.

As regards several of the above dues, considerable payments were made out of the Consolidated Duties of Customs, in lieu of differential duties formerly charged on foreign vessels, which have since, under treaties of reciprocity, been placed on the same footing as British vessels.

Bill introduced by
Shields in 1849.

In 1849 the towns of North and South Shields introduced a Bill for constituting a new body of conservators, and for placing in their hands and applying to the conservancy of the river the dues received by the Corporation of Newcastle.

This Bill was carried in the House of Commons, but not in the House of Lords, owing, as it is said, to want of time.

Bills of 1850.

In 1850 it was again introduced. The Newcastle Corporation also introduced a Bill. This latter Bill, with certain modifications, passed into law under the title of "The River Tyne Improvement Act, 1850," 13 & 14 Vict. c. lxiii.

Tyne Improvement
Act, 1850.

By this Act the conservancy of the Tyne was vested in a body called "Tyne Improvement Commissioners," consisting of four persons named in the Bill, of whom two were in the Newcastle interest; six persons qualified to be Newcastle councillors, appointed by the Newcastle Council; two persons qualified to be Gateshead councillors, appointed by the Gateshead Council; three persons qualified to be Tynemouth councillors, appointed by the Tynemouth Council; and three of the South Shields Improvement Commissioners, appointed by those Commissioners.

The powers of the Newcastle Corporation, as conservators of the port, were transferred to the Commissioners.

The Corporation were to pay over to the Commissioners, to be carried to an account, to be called the "Tyne Improvement Fund," the import dues, the profits arising from ballast, the groundage and plankage dues, the ship and boat dues, and three-eighths of the export dues on coals, cinders, grindstones, and salt.

Parl. Paper,
No. 289; 1849.

The Newcastle Corporation reserved to themselves five-eighths of the export dues on coal, &c. They also reserved their rights to the soil of the river. The Tyne Improvement Fund was subjected to a debt of 67,349*l.*, which had been borrowed by the Corporation for the purpose of making a quay at Newcastle, and certain package dues were reserved to the Corporation for the maintenance of this quay. The Corporation were expressly exempted from all responsibility whatever which might have otherwise attached to them as conservators of the river. Certain provisions were made with respect to ballast, not, however, changing the system; but the maximum toll to be taken for removing ballast from a ship was fixed at 1*s.* 4*d.* a ton. The costs incurred in promoting and opposing both bills were charged upon the Tyne Improvement Fund.

Tyne Improvement
Act, 1852.

In the year 1852 another Act (15 Vict. c. cx.), called "The Tyne Improvement Act, 1852," was passed.

By this Act certain powers for placing moorings in the river, and for establishing

blishing a river police, were vested in the Tyne Improvement Commissioners, with power to levy a rate of one farthing per ton for the purpose.

These powers, including the power of levying the special rate, had previously been vested in the Newcastle Corporation by the Act 8 & 9 Vict. c. lix.

By "The Tyne Improvement Act, 1852," powers were also given to the Commissioners to make certain docks at Hay Hole, on the Tyne, to be called the Northumberland Docks, and to levy a special rate for the purpose on ships using the docks.

By the same Act the Commissioners were empowered to make certain piers at the mouth of the Tyne, and to levy for that purpose special dues upon all vessels entering the port; also to borrow 200,000 *l.* on the security of such dues, and to pledge the Tyne Improvement Fund as a collateral security.

In the year 1854 the Commissioners appointed to inquire into local charges on shipping made their report.

Report of Shipping
Dues' Commis-
sioners.

From the returns made to them, it appears that the state of the charges on ships and on goods carried in ships in the Tyne was, in 1852, the year for which their return was made, as follows:—

I. Taxes paid to the Tyne Improvement Commissioners, and applied to the purposes of the Tyne Improvement Act :

		£.	s.	d.	
Collected by Newcastle Corporation, and paid over to Tyne Improvement Commissioners - - -	1. Import duties - - - - -	2,093	17	11	* The net profit on this due, after paying expenses, amounted to 3,589 <i>l.</i> 3 <i>s.</i> 6 <i>d.</i> , which was all that was actually paid over to the Commissioners; but as the remainder was levied and expended for shipping purposes, the whole sum is included in this statement.
	2. Ballast cess - - - - -	* 7,931	10	7	
	3. Dues on commodities imported as ballast	907	18	1	
	4. Ballast Office dues † - - - -	1,964	-	6	
	5. Ballast warrants - - - - -	408	12	-	
	6. Ship and boat dues † - - - -	2,042	1	-	
	7. Groundage and plankage † - - -	294	5	3	
	8. Three-eighths of export dues on coal -	5,046	1	4	
TOTAL - - -		20,688	6	8	
Collected by Tyne Improvement Commissioners - - -	9. Mooring and police dues - - -	1,297	13	7	
	10. Pier dues - - - - -	4,904	17	3	
TOTAL paid to Tyne Improvement Commissioners - - £.		26,890	17	6	

II. Taxes levied and retained by the Corporation of Newcastle :

	£.	s.	d.
1. Package and town shed dues - - - -	363	3	5
2. Five-eighths of the duty on coals - - - -	8,410	2	3
TOTAL - - - £.	8,773	5	8

Of this 195 *l.* 11 *s.* is reported by the Commissioners to have been applied to shipping purposes; viz., for the maintenance of the quay at Newcastle.

III. Taxes levied and retained by the Trinity House of Newcastle.

	£.	s.	d.
1. Primage dues - - - - -	1,166	19	8
2. Harbour, buoyage, and beaconage dues - - -	3,148	8	4
3. Holy Island Fairway buoys and beacons dues - -	450	15	-
TOTAL - - - £.	4,766	3	-

Of this, 417 *l.* 3 *s.* 7 *d.* is reported by the Commissioners to have been expended for shipping purposes.

So

† The Ballast Office Dues, Ship and Boat Dues, and Groundage and Plankage Dues were abolished by "The Tyne Improvement Act, 1861," and the Tyne Improvement Commissioners were authorised to take certain tonnage rates in lieu of them.

So much of the Trinity House dues as is expended on charitable purposes will expire in 1872 under the operation of Section 7 of "The Harbours and Passing Tolls, &c. Act, 1861." The same remark applies to the dues mentioned under the next heading.

IV. Taxes levied and retained by the Fraternity of Hostmen, 85 *l.* 4 *s.* 6 *d.* None of these are reported to have been applied to shipping purposes.

It further appears that of the above sums the following were paid out of the Consolidated Duties of Customs as compensation for differential dues formerly paid on foreign vessels.

1. Out of Taxes retained and expended by				£.	s.	d.
Tyne Improvement Commissioners				1,415	5	2½
2.	"	"	Newcastle Corporation -	-	-	2,062 15 3½
3.	"	"	Newcastle Trinity House -	-	-	254 16 4
4.	"	"	Fraternity of Hostmen -	-	-	26 3 -
TOTAL - - -				£.	3,758	19 10

The whole of the above payments from the public Exchequer will cease under the operation of Section 11 of "The Harbours and Passing Tolls, &c. Act, 1861," in 1872.

The following Statement showing the amount received for "Coal Dues" in the years 1851 to 1868 (both inclusive), distinguishing the amounts received at the Custom Houses, and those received from the public Exchequer in respect of Differential Dues, has been laid before the Board of Trade by the Tyne Improvement Commissioners :—

Year ending	Collected at Custom Houses.						Received from Government.						TOTAL.					
	Five-eighths due to the Corporation.		Three-eighths due to the Commissioners.		Total Amount.		Five-eighths due to the Corporation.		Three-eighths due to the Commissioners.		Total Amount.		Five-eighths due to the Corporation.		Three-eighths due to the Commissioners.		Total Amount.	
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
31 Dec. 1851 -	5,548	17	2	3,329	6	3	8,878	3	5	2,173	13	9	1,304	4	3	3,477	18	-
" 1852 -	5,915	14	1	3,549	8	6	9,465	2	7	2,418	8	3	1,451	-	9	3,869	9	-
" 1853 -	6,217	18	-	3,730	14	6	9,948	12	6	2,750	2	3	1,650	1	3	4,400	3	6
" 1854 -	6,642	17	-	3,985	14	3	10,628	11	3	3,777	17	1	2,266	14	3	6,044	11	4
" 1855 -	6,566	16	-	3,940	1	8	10,506	17	8	3,757	9	10	2,254	9	8	6,011	19	6
" 1856 -	7,051	3	3	4,230	14	-	11,281	17	3	3,950	19	9	2,370	11	9	6,321	11	6
" 1857 -	7,653	17	1	4,592	6	3	12,246	3	4	4,307	10	11	2,584	10	7	6,892	1	6
" 1858 -	7,666	17	4	4,600	2	4	12,266	19	8	4,502	9	8	2,701	9	10	7,203	19	6
" 1859 -	7,980	17	7	4,788	10	7	12,769	8	2	4,953	3	5	2,971	18	1	7,925	1	6
" 1860 -	7,806	6	9	4,683	16	-	12,490	2	9	4,721	6	7	2,832	15	11	7,554	2	6
" 1861 -	8,521	15	4	5,113	1	2	13,634	16	6	5,155	4	1	3,093	2	5	8,248	6	6
" 1862 -	7,989	2	-	4,793	9	3	12,782	11	3	5,314	3	3	3,188	10	-	8,502	13	3
" 1863 -	7,945	5	-	4,767	3	1	12,712	8	1	6,395	2	7	3,837	1	7	10,232	4	2
" 1864 -	8,747	5	2	5,248	7	2	13,995	12	4	5,116	2	-	3,069	13	4	8,185	15	4
" 1865 -	9,574	6	3	5,744	11	10	15,318	18	1	5,116	2	-	3,069	13	4	8,185	15	4
" 1866 -	9,951	-	10	5,970	12	5	15,921	13	3	5,116	2	-	3,069	13	4	8,185	15	4
" 1867 -	10,499	4	4	6,299	10	8	16,798	15	-	5,116	2	-	3,069	13	4	8,185	15	4
" 1868 -	10,272	17	3	6,163	14	4	16,436	11	7	5,116	2	-	3,069	13	4	8,185	15	4

Various dues have since been authorised by Parliament for the purposes of the piers at the mouth of the Tyne, and other matters connected with the navigation of the river.

Tyne Improvement Act, 1861.

By "Tyne Improvement Act, 1861," certain additional powers were vested in the Tyne Improvement Commissioners; but the only provisions of that enactment which bear materially on the question of dues were the abolition of the ancient dues called "Ballast Office Dues," "Groundage and Plankage," and "Ship and Boat Dues," and the substitution of certain tonnage dues in their stead.

Tyne Improvement Act, 1865.

By "The Tyne Improvement Act, 1865," Section 21, the Corporation of Newcastle-upon-Tyne were authorised to raise, on the security of their five-eighth share of the "coal dues," the sum of 25,000*l.*, which the Tyne Improvement Commissioners were empowered to call upon them to contribute, *pari passu*,

passu, with other bodies and persons interested in the trade of the Tyne, and who were made contributaries by the same Act towards the completion of the Tynemouth Docks. By Section 22 of the same enactment, the Corporation were given the alternative of assigning, subject to the consent of the Lords of the Treasury, their five-eighth share of the coal dues, as a collateral security for any sum of 28,000 *l.*, which the Tyne Improvement Commissioners might have raised on the security of their revenues.

It is alleged in the preamble to the Newcastle-upon-Tyne Improvement Bill that "the package and town shed dues" are totally inadequate for the maintenance and repair of the public quays. It would appear (see *ante*, page 3), that in 1852 no more than 192 *l.* 11 *s.* was devoted to that purpose, out of 363 *l.* 3 *s.* 5 *d.* received by the Town Council for these dues. The Board of Trade are not in possession of any information as to the amount of these dues in subsequent years; but they presume that they have shared the great increase of all other dues levied in the port.

It will thus be seen that the object of the Tyne Improvement Commissioners is to put an end to the payment of the last portion of these dues which, under ancient Acts or Charters, the old Corporations on the Tyne levied upon shipping, and applied to other than shipping purposes. The object of the Municipal Corporation, on the other hand, appears to be to retain their five-eighths of the coal dues, but to apply them to the improvement of the quays at Newcastle. In order to show that this, according to modern principles, is a proper application of these dues, it will be necessary for them to prove that the trade which uses these quays is the same trade which pays the dues. If they cannot show this, it would be in accordance with the principles acted on by Parliament in the case of Liverpool, and in the case of the Charitable Dues and Passing Tolls extinguished by "The Harbours and Passing Tolls Act, 1861," to transfer the remaining five-eighths of the coal dues to the Tyne Improvement Commissioners, upon such terms as Parliament may deem just. In the one case 10 years' purchase of the dues at their then existing rate, in the other 10 years' continuance of these dues, was adopted as the consideration for the transfer.

If, indeed, it should prove to be the case that the Tyne Commissioners receive, in respect of goods landed at the town quays of Newcastle, dues which they do not receive from goods landed in other parts of the river, and that the trade of the quays of Newcastle is thus unfairly burdened, as compared with the rest of the river trade, it may be a question whether—in settling the question of the coal dues—some allowance should not be made to the town in respect of the quays. The Board of Trade have no means of knowing if this is the case or not.

Whether—considering the time that has elapsed since these principles were adopted by Parliament; the continuance of the payment to the Municipal Corporation during the interval; the large increase of the payment, which has risen from 7,722 *l.* in 1851 to 15,388 *l.* in 1868; and especially considering the fact that this increase is in a great measure due to the important improvements effected by the Tyne Improvement Commissioners out of other dues levied upon the same trade—a smaller consideration, or a shorter continuance of the present dues than was given in the cases above referred to, should be adopted, will be a matter for the consideration of the Committee on the Bill. However this may be decided, the Board of Trade would suggest that no arrangement will be satisfactory which does not immediately or prospectively entirely relieve the trade of the Tyne from these charges for local and municipal purposes, which have given rise, and which must, so long as they continue in any shape, give rise, to just complaint and perpetually recurring litigation.

Board of Trade,
February 1870.

T. H. Farrer.

HARBOUR, &c. BILLS.

1870.

REPORT OF THE BOARD OF TRADE.

- 1. TYNE IMPROVEMENT BILL.**
- 2. NEWCASTLE-UPON-TYNE
IMPROVEMENT BILL.**

(Mr Shaw Lefevre.)

*Ordered, by The House of Commons, to be Printed,
14 February 1870.*

HARBOUR, &c. BILLS.

RETURN to an Order of the Honourable The House of Commons,
dated 24 March 1870;—

THAT the Board of Trade do present to this House a further REPORT upon the
CLYDE LIGHTHOUSES BILL.

1870.

FURTHER REPORT OF THE BOARD OF TRADE.

CLYDE LIGHTHOUSES BILL.

THE Board of Trade have had their attention drawn, by the letter appended to this Report, to the injury which might possibly occur to the important Harbours of Greenock if the Trustees of the Clyde Lighthouses were to obtain uncontrolled power to dredge and remove shoals in the Frith of Clyde; and they have accordingly thought it right, in addition to their previous Report on this Bill, to submit to Parliament that, with a view to the due preservation of the deep-water access to Port Glasgow and Greenock, it would be desirable to insert in the Bill a Clause to the effect, that before any works for the removal of shoals, or other similar obstructions, or for the improvement of the navigation of the Firth of Clyde to the west of Newark Castle and Cardross Burn—either by dredging, or by the diversion of the existing channel—are undertaken, plans of such intended works should be submitted for the approval of the Board of Trade, and that no such works should be commenced, unless such approval has been given.

Board of Trade,
23 March 1870.

T. H. Farrer.

CLYDE LIGHTHOUSES BILL.

Sir,

3, Westminster Chambers, Victoria-street,
Westminster, 21 March 1870.

SHORTLY after the issue of the Board of Trade's Report on this Bill, Mr. Grieve, M.P., for Greenock, was favoured with an interview regarding certain powers that are sought to be obtained in the Bill by the Promoters, and which might prove seriously detrimental to the interests of Greenock.

The Greenock Harbour Trustees have since then been endeavouring to arrange with the Promoters of the Bill for the insertion of amendments, for protecting the interests of Greenock, but hitherto they have been unsuccessful. Under these circumstances, I have been instructed by the Harbour Trustees to bring the matter again under the notice of the Board of Trade, and I now ask leave to state the grounds on which they seek the protection of the Board.

The lower parts of the channels of the estuaries of large rivers are well known to be subject to changes of depth and direction, and such changes are often produced by very trivial works, or the occurrence of very small obstructions. Owing to the somewhat recessed position of the Harbours of Greenock, and the peculiarities of the tides in this part of the Clyde, works for the improvement of the channel are difficult to design, and their execution requires to be watched with the most jealous care.

21—(7).

Hitherto

Hitherto the power of maintaining and deepening the channel opposite the Harbours of Greenock has belonged solely to the Greenock Harbour Trustees, who are prepared to prove that such power does not belong either to the Clyde Trustees or to the Cumbrae Lighthouse Trustees. By the present Bill, however, that power is sought for the new Clyde Lighthouse Trustees, the board of which is to consist of 21 members, of which 15 are connected with Glasgow, while only 4 are connected with Greenock; so that the power of designing and executing works on the channel of the Clyde near Greenock will lie virtually with the Clyde Trustees. The powers which will thus be acquired are of the most vague yet comprehensive nature. Neither plans nor sections of any works have been deposited in Parliament, and should the Bill pass into law it will be quite competent to the Promoters to execute any works they may choose. They may, for example, so deepen and widen the existing channel as to cause the centre of the deep-water track to move further from the shore, and thus cause the accesses to the different basins of Greenock at once to silt up; or they may form a new channel altogether in the middle of the estuary, by which the most disastrous effects would result to the trade of Greenock.

The Board of Trade had in view, it is presumed, to limit the powers asked for in the Bill, when they introduced into their Report the suggestion that Clauses 11 and 12 of the Harbours, Docks, and Piers Act, and 13, 18, and 19 of the Railway Clauses Act, 1863, should form part of the Bill. This proper precaution proceeded no doubt on the very reasonable assumption that plans and sections of the proposed works had been deposited, in which case the adoption of such Clauses would have been applicable; but in the absence of such plans and sections, the Clauses, it is obvious, would not only afford no protection, but might be construed as pointing at works of a very extensive character.

The interests at stake are so momentous as to demand the most stringent protective provisions, and this will appear all the more obvious from the following considerations:—

1. While Greenock is directly interested in the improvement and maintenance of a deep-water channel from Glasgow to the sea, and also in a deep-water communication between its Harbours and the sea, the City of Glasgow on the other hand is interested only in a deep-water channel from Glasgow to the sea. The Promoters of the Bill, viewing them virtually as a Glasgow body, have not only no direct interest in the prosperity of Greenock, but, on the contrary, the shallower the Harbours of Greenock, become, the interests of the Ports further up the River will be thereby the more promoted.

2. The Greenock Trustees have from time to time expended large sums of money on the construction of their Harbours, and the tonnage of the Port is now very considerable.

3. The Customs Revenue of Greenock amounts to the large sum of about a million and a half, being considerably greater than that of Glasgow.

4. The shipbuilding at Greenock is now very important; vessels of the largest size being built for all parts of the world.

Such being the state of matters, I am directed to express the hope that the Board of Trade may see fit to interpose their authority for the protection of the interests at stake, by issuing a supplementary report, or otherwise suggesting that the Clauses relating to works should be struck out of the Bill, for works undertaken anywhere below Newark Castle may effect most seriously the course of the river further down.

Under any circumstances, it is hoped that powers so unlimited as those sought should not, especially in the absence of plans and sections, be conceded to a body which virtually represents only one interest in the Clyde.

I have, &c.

(signed) *John Graham,*

Agent for the Greenock Harbour Trustees.

The Secretary,
Harbour Department, Board of Trade.

HARBOUR, &c. BILLS.

1870.

FURTHER REPORT OF THE BOARD
OF TRADE.

CLYDE LIGHTHOUSES BILL.

(Mr. Shaw Lefevre.)

Ordered, by The House of Commons, to be Printed,
24 March 1870.

21—(7).

Under 1 oz.

PIERS AND HARBOURS.

(PROVISIONAL ORDERS.)

SESSION 1870.

REPORT by the BOARD of TRADE of their PROCEEDINGS under "The GENERAL PIER and HARBOUR ACT, 1861."

IN pursuance of the 19th Section of "The General Pier and Harbour Act, 1861," the Board of Trade make the following Report of their Proceedings with regard to applications for Provisional Orders under the Act.

The steps to be taken by Promoters for obtaining Provisional Orders are specified in the Acts themselves; but with regard to objectors, the Board of Trade have made the following regulations, and in the case of all notices given of intention to apply for a Provisional Order under the above Act, the Promoters are required to publish a notice directing attention to the same:—

"1. Any objections to the Provisional Order which it is intended to urge on the Board of Trade must be sent into that office before the 1st February. A copy of such objections must also be sent at the same time to the Promoters; and in forwarding the objections to the Board of Trade, the objectors, or their agents, should state that this has been done.

"2. The Board of Trade will entertain and consider objections founded on alleged injury to public interest, or alleged violation of admitted principles, *e.g.*, that the proposed work will injure 'a public harbour,' or 'that tolls are to be imposed on ships which will derive no benefit from them,' and they will not proceed with any Provisional Order to which valid objections of this description are shown to exist. Objections arising out of competition, or out of opposition between local interests, they will only attempt to settle, provided the parties are willing to abide by their decision. When the parties cannot come to terms, the Board of Trade will not order a local inquiry, or attempt to anticipate the decision of Parliamentary Committees."

No new regulations have been made this Session by the Board of Trade.

The following is a statement of the applications now under the consideration of the Board of Trade, and of the steps which have been taken with respect to them:—

1. ALUM BAY.

The Promoters are "The Alum Bay Pier Company (Limited)," who apply for power—

To levy rates in respect of, and to restrict the use of their pier, recently constructed at Alum Bay, in the Isle of Wight.

There is no objection to this application, and the Board of Trade propose to proceed with the Order.

2. BURNTISLAND.

The Promoters are the Provost, Bailies, and Town Council of Burntisland, who apply for a Provisional Order for the following objects :—

1. The incorporation of a harbour authority, under the name of "The Trustees of the Harbour of Burntisland," to consist of six members, viz. :—

The Provost of the Burgh for the time being.

Two members of the Town Council, to be elected by the Town Council.

Two nominees of the North British Railway Company.

One owner or lessee of a colliery in the county of Fife, to be elected by owners and lessees of collieries in that county.

2. The construction of a wet dock in the existing Harbour.
3. The levying of rates.
4. Power to borrow 60,000 £.
5. Power for the Trustees to act as a Pilotage and Local Authority.

The estimated cost of the works is 50,000 £.

It is proposed that the North British Railway Company shall pay and relieve the Town Council from a debt of 10,000 £. now owing by the Town Council of Burntisland, and secured on the harbour rates; and that all debts and monies now due to the Town Council in respect of the Harbour shall be paid to the Trustees.

It is also proposed that the rates and revenues received by the Trustees shall be applied as follows :—

1. In the maintenance of the Harbour.
2. In paying interest and principal of money borrowed.
3. In paying 500 £. a year to the Town Council of the Burgh in perpetuity.
4. In paying interest at the rate of five per cent. per annum on the Harbour debt of 10,000 £., to be paid by the Railway Company.
5. In paying the expense of improving the Harbour.
6. In payment to the Town Council of any surplus revenue remaining in any one year after making the above payments.

The repeal of a Local Act of 1866, the works authorised by which have not been commenced, is also desired.

With respect to the pilotage powers sought for, the Board of Trade have been in communication with the Trinity House of Leith. The Board are of opinion that any pilotage powers that may be granted by the Order should not override the authority of the Leith Trinity House, or other general authority in the Firth of Forth, and should be confined to vessels coming to or from Burntisland Harbour.

With regard to the proposed application of Harbour revenue, the Board are informed by the Promoters that, under the existing Burntisland Harbour Improvement Act, passed in 1848 (which it is not proposed to repeal), the Town Council receives and applies to municipal purposes one-fifth of the Harbour revenues arising from anchorage, shore dues, and a composition which has been made with the North British Railway Company.

The Board of Trade have pointed out to the Promoters that the principle by which their action is guided in similar cases is, that no rates should be levied on shipping which are not directly and entirely expended for the benefit of shipping; and that they will be unable to proceed with the present application, or indeed accede to any application for fresh powers, unless this principle is ultimately,

ultimately, at any rate, strictly adhered to. The Board have, however, intimated to the Promoters that, having regard to Parliamentary precedents, they might possibly not object to the Town Council receiving out of the Harbour revenues for a given number of years, not exceeding 10, an annuity calculated on the average amount during the past five years of the one-fifth of the dues and composition, but that, subject to an arrangement of this description, they would take care that in any Order made by them clauses should be inserted, providing that dues levied on ships and goods carried in ships should be applied entirely for the benefit of those who pay them.

The Promoters have not yet stated whether they are willing to proceed with their application on the above basis. The North British Company, who at the time the Order was applied for were apparently in concert with the Town Council, have recently objected to the Order being proceeded with. Under these circumstances the matter is under the consideration of the Board.

The North British Railway Company are or have been promoting a private Bill in the present Session of Parliament, which is, with a few verbal exceptions, framed in exactly the same words as this Draft Order, and which proposes to apply the rates to be taken in the Harbour in the same questionable manner. The deposited plans, however, shew that more extensive works are proposed by the Bill than those contemplated by the Order, though the verbal description of the works are the same in both cases.

The House of Commons has ordered the Board of Trade to present to them a Report upon this Bill, which has been done. The Report has been printed. See No. 21 (1) of the present Session.

3. COWES.

The Promoters are the Chairman of the West Cowes Local Board of Health and others, who apply to be incorporated as "The Cowes Harbour Improvement Commissioners," with power—

1. To constitute a Harbour Authority, consisting of 11 persons, to be thus appointed;—

Six by qualified ratepayers of West Cowes.

Three by qualified ratepayers of East Cowes.

Two by the Board of Trade.

2. To cut, deepen, widen, straighten, dredge, scour, confine, alter, and improve the course of the channel of the River Medina and Cowes Harbour and Roads, within the limits specified by the Order.

3. To borrow 10,000 £.

4. To levy the rates specified in the Schedule six months after the commencement of the Order.

An application for somewhat similar (amongst other) powers was made to the Board of Trade last Session, the opposition to which was so general that the Board did not feel themselves justified in proceeding with it.

Objections to the proposed Order have been received from the following persons and bodies:—

The Newport Corporation, who claim to be the Conservators of Cowes Harbour, and the Borough portion of Cowes Roads.

Mr. William Mew, Brewer.

Certain Coal Merchants of Newport.

Mr. Ward, Landed Proprietor.

The Isle of Wight Oyster Fishery Company (Limited).

The Southampton, Isle of Wight, and South of England Royal Mail Steam Packet Company (Limited).

The objections are to the following effect:—That there is no occasion to remove the conservancy from the Newport Corporation; that if there is, the Corporation

4 REPORT BY THE BOARD OF TRADE OF PROCEEDINGS

Corporation ought to be represented on the Harbour Board; that the dredging, as proposed, will ruin the trade of the Isle of Wight Oyster Fishery Company; that no provision is made for compensation to certain frontagers for anticipated deterioration of their property caused by dredging, and that the proposed tolls will fall heavily upon vessels and goods bound beyond "The Folly," which are already liable to dues under the existing Medina River Navigation Act, 1852.

The proposal of the Promoters, who have come to an agreement with the Oyster Fishery Company, is under the consideration of the Board of Trade.

4. DARTMOUTH.

The Promoters are the Dartmouth Harbour Commissioners incorporated under that name by "The Dartmouth Harbour Act, 1863"; they seek power—

1. To levy certain rates upon vessels using or entering the harbour for orders or refuge only. Yachts, pleasure boats, and open boats, to be exempt.

2. To be a pilotage authority.

The Board of Trade have thought it right to submit the Draft Order, so far as pilotage is concerned, for the consideration of the Elder Brethren of the Trinity House, who have intimated that they will not object to the application, provided clauses are inserted limiting the powers of the harbour authority in pilotage matters to the berthing and mooring of vessels.

No objection has been made to this application, and the Board of Trade propose, subject to the requisite amendment as to pilotage, to proceed with the Order.

5. DOVER.

The Promoters are Messrs. Salmon & Barker. They apply to be incorporated with others as "The Dover Promenade Pier Company," with a capital of 25,000 £. in 2,500 shares of 10 £. each, with power—

1. To construct a promenade pier with landing place and necessary works at Dover, commencing at a point on the Esplanade a little west of the Royal Baths.

2. To borrow 6,000 £. on mortgage.

3. To levy rates.

The estimated cost of the works is 25,000 £.

The scheme is objected to by the Corporation of Dover, acting as the Local Board of Health, and also by the Dover Harbour Board. They allege that the pier will interfere with access to the promenade and detract from the value of the houses fronting the sea; that it will destroy the privacy of the bathing establishments, and be an obstruction to pleasure and sailing boats; that it will be dangerous to navigation, inasmuch as it would obstruct the course which, in heavy weather, a ship might take to enter the harbour; and that it will also interfere with the roadstead, which is much frequented by small vessels in north-easterly and northerly winds.

The Dover Harbour Board further state, that they are the owners of all the houses on the sea front of Dover Bay, and that they claim the foreshore between the Admiralty Pier and the stone boundary groyne erected by them opposite Guildford Battery. They are of opinion that the proposed pier and works will seriously interfere with the access to and enjoyment of their property, and diminish its value.

The Board of Trade are advised that there is much weight in the objections that have been raised with regard to the interference with navigation which will be occasioned by the proposed pier; and they are of opinion that the objections

tions of the Dover Harbour Board, in their character of owners of property, are extremely strong. Under these circumstances, they have decided not to proceed with the application unless the more serious, at any rate, of the objections are removed. If this can be done, the proposal of the Promoters will receive further consideration.

6. FALMOUTH (Chamber of Commerce).

The Promoters in this case are the Falmouth Chamber of Commerce.

An application of a somewhat similar character was made by this body last year. The Board of Trade after very careful consideration, and after conferring with the Admiralty, the Trinity House, and the Public Works Loan Commissioners (who had advanced 50,000*l.* for harbour improvements), determined to proceed in the matter.

An Order, acquiesced in by the Corporation of Falmouth, was accordingly made by the Board of Trade, and submitted with other Orders for confirmation by Parliament. It was, however, on a technical point of procedure expunged from the Schedule annexed to the confirming Bill, and consequently never became law.

The Chamber of Commerce now apply for a Provisional Order for the following objects, which are practically the same as those approved of by the Order made last year :—

1. The incorporation of a harbour authority, under the name of "The Falmouth Harbour Commissioners," consisting of 16 persons representing various interests, who are to be appointed as follows :—

Two by the Board of Trade.
One by the Admiralty.
Two by the Trinity House.
Two by the Falmouth Corporation.
Two by the Falmouth Docks Company.
Two by the Falmouth Local Board.
Two by the Falmouth Chamber of Commerce.
One by the Earl of Kimberley.
Two by the Owners of Ships registered at Falmouth.

2. Power to levy a toll not exceeding a halfpenny per ton on all vessels anchoring or mooring within the limits of the Order.

3. Power to borrow 5,000*l.*

The Board of Trade have, as they did in the case of the former application, referred the present scheme to the Lords Commissioners of the Admiralty, the Elder Brethren of the Trinity House, and the Public Works Loan Commissioners, by whom no objections have been raised.

Objections have, however, been offered by—

The Corporation of Falmouth.
The Ecclesiastical Commissioners.

The former body (who are themselves the promoters of an application for a Provisional Order in respect of this harbour), after making some objections of a technical character, proceed to allege that the jurisdiction over the harbour of Falmouth has for 200 years been vested in them by Charter; that the proposed constitution of the Commissioners will involve no fewer than eight corporations and persons claiming to exercise jurisdiction in harbour matters; that the Chamber of Commerce are private individuals without any legal *status* or any definite proposed works, and consequently ought not to be authorised to raise money; that the tolls proposed would be levied on ships which derive no corresponding advantage, and that on the contrary they, the Corporation, propose to execute certain works, and to levy tolls upon the vessels benefited thereby, and if necessary to enlarge the municipal boundaries

of Falmouth so as to procure a better representation in the Town Council of different interests.

The latter maintain that the limits within which it is proposed that the Harbour Commissioners should have authority, comprise a large portion of the harbour, the foreshore and soil of which has been, they say, admitted by the Duchy of Cornwall to be vested in the Ecclesiastical Commissioners, and they press for the insertion in the Order of clauses saving their alleged rights.

After again carefully considering this proposal, the objections that have been made to it this year by the Corporation who last year concurred in it, and the counter proposal now brought forward by the Corporation, the Board of Trade have come to the decision that it is more desirable to confide the management of such a Harbour as Falmouth, where order and a controlling authority is especially requisite, to a Board composed of representatives of various interests than to a Municipal Corporation, who, whatever may be their other merits, are *prima facie* not the best qualified body to undertake this important duty. They accordingly propose to proceed with this application.

7. FALMOUTH (Corporation).

The Promoters in this case are the Corporation of Falmouth. They apply for a Provisional Order for the following objects:—

1. Power to dredge and otherwise improve the harbour, to deepen the deep-water channel, and to erect two leading light towers at Penarrow Point.
2. Power to levy a rate, not exceeding one halfpenny a ton, under certain restrictions, on vessels anchoring in, or passing through so much of the harbour as lies within a line drawn from Zoze Point to Pendennis Point.
3. Power to levy 25,000 *l*.

The estimated cost of the works is 22,455 *l*.

No objections have been offered to this scheme by the Lords Commissioners of the Admiralty, the Elder Brethren of the Trinity House, or the Public Works Loan Commissioners, to whom it has been referred.

Objections have, however, been received from the following persons and bodies:—

The Earl of Kimberley.

The Corporation of Penryn.

The Falmouth Chamber of Commerce.

The Falmouth Docks Company.

The Local Board of the Parish of Falmouth.

Owners and Occupiers of Property in the Borough of Falmouth.

Ditto - - ditto - - outside the Borough, but interested in, and connected with it.

The Ecclesiastical Commissioners.

Lord Kimberley objects to the proposed exclusion from the Order of the 50th section of "The Harbours, Docks, and Piers Clauses Act, 1847," relating to the preparation and deposit for public inspection annually of the accounts. His Lordship further submits that he and the other bodies proposed to be represented in the Order deposited by the Chamber of Commerce should be represented on any Commission to whom the management of the harbour may be entrusted.

The Corporation of Penryn object to tolls being levied on vessels going to or coming from Penryn.

The Chamber of Commerce object to the sole management of the harbour by the Corporation, whose present duties fully occupy their time. They state that the immediate requirements of the harbour are not so much the execution of works as the organization of a proper authority; that the Order which they are promoting aims at representing all interests, and that the representation of various interests by a single authority is opposed to modern policy.

The Falmouth Docks Company object to a harbour authority composed, as in the present instance, of but one body. They approve of the constitution

proposed

proposed by the Chamber of Commerce, and pray for the adoption of such an Order as that promoted by the Chamber.

The statements of the Local Board of the parish of Falmouth are to the effect that the Municipal Borough of Falmouth comprises about 40 acres, assessed at 8,445 £., while the parish of Falmouth comprises an area of 734 acres, assessed at 14,585 £.; that the former is stationary, while the latter is steadily progressing in value and importance; that all the shipping business is conducted in the latter place, where the principal merchants, shipowners, and traders reside, and that the Corporation under these circumstances should not be constituted the sole undertakers, to the exclusion of the Local Board and other parties interested.

The objections of the owners and occupiers of property both within and without the Borough of Falmouth, are to the effect that the management of the affairs of the harbour should not be entrusted to a single body like the Corporation, who are already charged with sufficient duties; that the execution of new works is of secondary importance when compared with the necessity of constituting a proper harbour authority, and that there would be no immediate probability of raising the funds required for such works. They further support the application made by the Chamber of Commerce.

The Ecclesiastical Commissioners, in addition to the objections which they have offered to the application made by the Chamber of Commerce, submit that section 6 of "The Harbours, Docks, and Piers Clauses Act, 1847," ought to be incorporated.

For the reasons stated on page 6 of this Report, the Board of Trade do not propose to proceed with this application.

8. ILFRACOMBE.

The Promoter is Sir Bouchier Palk Wrey, Bart., owner of the harbour, who applies for power,—

1. To widen the existing quay on the south side thereof.
2. To construct a new quay in continuation thereof.
3. To construct a jetty at the east end of Warp House Quay.
4. To construct a slip way for the launching of the life-boat.
5. To levy rates according to the Schedule.
6. To borrow 8,000 £.
7. To act as a pilotage authority.

In 1863 "The Ilfracombe Harbour Company (Limited)" obtained an Order enabling them to construct a pier and quay, and to improve the harbour generally; but they have failed to exercise their powers, which have now lapsed.

An application, nearly identical with the present one, was made last Session to the Board of Trade by the present Promoter. The Board, after consideration, decided to make and did make an Order, which, however, was not confirmed by Parliament.

The estimated cost of the works proposed by Sir Bouchier Wrey's former application was 4,000 £. In the present application the cost is estimated at 7,000 £.

A memorial bearing upwards of 100 signatures has been received from inhabitants of Ilfracombe, shipmasters and others, against this application.

The objections of the memorialists are to the effect that the proposed works would be not only useless and dangerous, but would curtail, instead of increase, the present small facilities for refuge and shelter; that the tolls will consequently be an injustice to the public as well as the seafaring population; and that the opposition of the Steam Packet Companies (who successfully opposed the former application before a Select Committee) has been stopped by the delivery to them of plans different from those deposited in accordance with the General Pier and Harbour Acts.

On the other hand, the Local Board, at a meeting at which every member was present, have passed an unanimous resolution in favour of the present

scheme, and a memorial signed by upwards of 100 inhabitant ratepayers in favour of the proposal has been received by the Board of Trade.

The objections against the Order have, in the opinion of the Board of Trade, been satisfactorily met by the Promoter. The anticipated opposition of the Steam Boat Companies has been removed, not—as stated—by the substitution of improper plans, but by certain alterations in the Draft Order, chiefly relating to tolls. All the owners of steam boats, and all the Steam Boat Companies frequenting Ilfracombe, appear to have consented to the proposal.

The works proposed to be authorised by the present Order differ slightly from those proposed last year, but the Board of Trade are advised that they will, when constructed, afford additional shelter. The proposed limits of the Harbour within which tolls may be levied appear to the Board to be too extensive, as they include a portion of a natural anchorage, where small vessels could obtain shelter irrespective of the existing and proposed Harbour works.

The Board propose, subject to a restriction of the Harbour limits, to proceed with the application.

9. IRVINE.

The Promoters are “The Irvine Harbour Trustees,” incorporated by “The Irvine Harbour Improvement Order, 1867,” and apply for power—

1. To construct two new wharves in addition to the works authorised by the Order of 1867.
2. To borrow an additional sum of 10,000 £.
3. To extend the time for the completion of the works already authorised to seven years from the confirmation of the Order now applied for.
4. To enable them to execute sundry minor works from time to time at their discretion.

The estimated cost of the new works is 9,205 £.

There are no objections to this application, and the Board of Trade propose to proceed with the Order.

10. KINSALE.

The Promoters are the Town Commissioners of Kinsale. They apply to be constituted a harbour authority for the Port and Harbour of Kinsale, with power to take rates.

Objections have been made to the application by—

- (1.) The Earl of Bandon.
- (2.) Inhabitants of Bandon.

The grounds of objection are to the effect that whatever projects the Town Commissioners of Kinsale may desire to carry out, the trade of Bandon, which is 10 miles higher up the river, ought not to be taxed for improvements which it does not desire, and from which it would derive no benefit.

The application is still under consideration.

11. MOUSEHOLE.

The Promoters are “The Mousehole Harbour Commissioners,” incorporated by “The Mousehole Harbour Improvement Order, 1868,” and apply for power—

1. To levy new rates in lieu of those authorised by the Order of 1868.
2. To borrow an additional sum of 2,500 £.

There are no objections to this application, and the Board of Trade propose to proceed with it.

12. PENRYN.

The Promoters are the Corporation of Penryn, who apply to be constituted a harbour authority, with power—

1. To deepen and generally improve the harbour.
2. To levy a rate, not exceeding 1 *d.* per ton, on vessels anchoring within the limits of the Order. This rate is proposed to be applied, after paying Harbour expenses, to the current annual expenses of the Corporation.
3. To borrow 2,000 *l.*

The estimated cost of the works is 1,937 *l.*

The Ecclesiastical Commissioners object to the application, and, alleging that they are owners of the foreshore, propose that the applicants should treat with them for the same.

The Board of Trade could not consent to the application of the surplus rates for the benefit of the Corporation; but provided separate accounts of receipts and expenditure are kept, and all rates received are expended for the benefit of those who pay them, they see no objection to the application being entertained. They accordingly propose, subject to such amendments as may be necessary, to proceed in the matter.

13. ST. LEONARD'S.

The promoters are Messrs. Clay, Dixon, and others, who apply to be incorporated as "The St. Leonard's-on-Sea Pier Company," with a capital of 20,000 *l.*, in 2,000 shares of 10 *l.* each, with power—

1. To construct a pier, with landing place, and necessary works, at St. Leonard's-on-Sea, in the county of Sussex.
2. To borrow 5,000 *l.*
3. To levy rates.

The pier is to commence on the parade, a little to the west of the baths, and to extend seawards about 1,000 feet.

The estimated cost of the works is 20,000 *l.*

The Hastings Pier Company object to the application on the ground that it will interfere with the success of their authorised undertaking. This objection, on the ground of competition, is one that the Board of Trade must leave to the decision of a Parliamentary Committee, and they accordingly propose to proceed with the application.

14. VENTNOR.

The promoters are Messrs. Burt, Moor, and others, who apply to be incorporated as "The Ventnor Pier and Esplanade Company," with a capital of 35,000 *l.*, in 7,000 shares of 5 *l.* each, with power—

1. To construct a pier, with all necessary works, at Ventnor, Isle of Wight, commencing near the point where the public road from Mill-street joins the esplanade, and extending seawards about 700 feet.
2. To construct an embankment and esplanade, extending from the proposed pier eastward for about 640 yards.
3. To borrow 10,000 *l.*
4. To levy rates.

The estimated cost of the works is 30,000 *l.*

10 REPORT :—PROCEEDINGS UNDER PIER AND HARBOUR ACT

An objection to the scheme has been received on behalf of Mr. Warwick Richards, on the ground of anticipated depreciation of his property by the erection of a piermaster's house and other buildings in front of and below his residence, which he fears will be injuriously affected by the smoke from the chimneys of the proposed buildings.

This objection is, in the opinion of the Board of Trade, not sufficient to prevent them proceeding with the Order, which they accordingly propose to do.

15. WALTON-ON-THE-NAZE.

The promoters are "The Walton-on-the-Naze Pier Company," incorporated by "The Walton-on-the-Naze Pier Order, 1864," and apply for an extension of the time for completing the works authorised by the Order of 1864 to five years from the confirmation of the Order now applied for.

They also apply for powers to lease or sell the present undertaking ; to purchase Walton Jetty, and to levy rates for vessels remaining in the Boat Haven.

The application has been objected to by Mr. Edward Dorling, on the grounds that no new pier is required, a good one being already in existence ; that until last summer the Company had done nothing ; that the tolls authorised by the Order of 1864 are excessive ; and that the scheme is solely for private, and not public interests.

Having regard to the fact that the Order of 1864 has received the sanction of Parliament, the Board of Trade are of opinion that this objection ought not to prevent their proceeding with the present application. They therefore propose to make an Order.

Board of Trade,
25 February 1870.

T. H. Farrer.

PIERS AND HARBOURS.

(PROVISIONAL ORDERS.)

SESSION 1870.

REPORT of the Board of Trade of their
PROCEEDINGS under "The General Pier and
Harbour Act, 1861."

(Presented pursuant to Act of Parliament.)

Ordered, by The House of Commons, to be Printed,
28 February 1870.

85.

Under 1 oz.

HARBOUR ACCOUNTS.

RETURN to an Order of the Honourable The House of Commons,
dated 29 July 1869 ;—for,

ABSTRACT “ of the ACCOUNTS of the several HARBOUR AUTHORITIES of *Great Britain and Ireland*, as transmitted to the Secretary of State for the Home Department, in pursuance of the Local Taxation Returns Act, 23 & 24 Viet. c. 51, showing, in the following form, the Receipts and Expenditure of each Harbour for the latest Period of Twelve Months for which the Accounts are made up preceding the Month of June 1869, and the Amount of Bonded or Secured Debt remaining at the date of the Return :—

Name of Harbour.	Total Receipts.	Expenditure.			Bonded or Secured Debt.
		Interest and Annuities.	Other Expenditure.	Total.	

(Mr. Bolckow.)

Ordered, by The House of Commons, to be Printed,
28 February 1870.

ABSTRACT of the ACCOUNTS of the several HARBOUR AUTHORITIES of *Great Britain and Ireland*, as transmitted to the Secretary of State for the Home Department, in pursuance of the Local Taxation Returns, Act 23 & 24 Vic. c. 51, showing, in the following form, the Receipts and Expenditure of each Harbour for the latest period of Twelve Months for which the Accounts are made up, preceding the Month of June 1869, and the Amount of Bonded or Secured Debt remaining at the date of the Return.

NAME OF HARBOUR.		TOTAL RECEIPTS (not including Balances).	EXPENDITURE.						Bonded or secured Debt remaining at the Date of the Return.
			Interest and Annuities.		Other Expenditure.		TOTAL EXPENDITURE.		
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
1	Aberystwith Harbour - -	1,290 - 1	372 6 -	720 14 5	1,098 - 5	15,594 18 4			
2	Alnmouth Creek - - -	3 11 6	- - -	5 6 7	5 6 7	- - -			
3	Arundel Port - - -	2,114 5 5	65 10 2	2,423 13 3	2,489 3 5	1,200 - -			
4	Barmouth Harbour - -	235 8 8	63 15 -	174 7 8	238 2 8	1,480 - -			
5	Barnstaple Harbour (a) - -	- - -	- - -	- - -	- - -	- - -			
6	Beaumaris Harbour and Pier -	271 9 6	175 - -	123 13 -	298 13 -	3,500 - -			
7	Berwick-upon-Tweed Harbour	1,773 19 4	200 12 11	1,306 3 4	1,506 16 3	3,500 - -			
8	Bideford Harbour - - -	142 17 4	- - -	142 - 10	142 - 10	- - -			
9	Blakeney Harbour - - -	301 13 9	195 - -	106 7 2	301 7 2	- - -			
10	Blyth Harbour - - -	7,945 11 4	873 4 2	9,680 3 8	10,553 7 10	17,000 - -			
11	Bognor Creek or Beach - -	149 2 -	- - -	125 16 6	125 16 6	- - -			
12	Boston Harbour Trust (includ- ing Wainfleet Creek).	1,401 12 2	- - -	2,131 19 6	2,131 19 6	- - -			
13	Boston Pilot Trust - - -	481 11 3	- - -	453 7 7	453 7 7	- - -			
14	Brancaster Creek - - -	4 7 7	- - -	5 7 8	5 7 8	- - -			
15	Bridlington Piers and Harbour	3,672 19 6	- - -	5,266 12 6	5,266 12 6	3,000 - -			
16	Bridport Harbour - - -	978 19 4	- - -	1,071 9 2	1,071 9 2	25,000 - -			
17	Bristol Docks - - -	95,900 18 8	18,937 13 2	82,824 10 2	101,762 3 4	487,731 5 -			
18	Briton Ferry Dock - - -	2,961 19 11	3,274 8 -	422 11 5	3,696 19 5	35,000 - -			
19	Brixham Harbour - - -	843 19 9	262 6 -	986 13 3	1,248 19 3	5,330 - -			
20	Broadstairs Harbour - -	307 10 11	- - -	260 10 2	260 10 2	- - -			
21	Bude Harbour and Canal - -	230 13 1	- - -	230 13 1	230 13 1	- - -			
22	Burry Port and Gwendreath Valley Railway Company.	4,941 11 9	896 5 5	4,120 12 -	5,016 17 5	10,500 - -			
23	Carlisle Port and Silloth Har- bours, and Solway Buoys and Lights.	3,371 17 5	- - -	2,008 5 2	2,008 5 2	- - -			
24	Carmarthen Port - - -	102 - -	- - -	102 - -	102 - -	- - -			
25	Carnarvon Harbour - - -	2,764 2 1	165 14 6	2,684 10 -	2,850 4 6	2,850 - -			
26	Chester Pilot Trust - - -	14 10 -	- - -	14 10 -	14 10 -	- - -			
27	Colchester Navigation - -	971 15 5	50 7 9	980 7 1	1,030 14 10	875 - -			
28	Cowes Harbour - - -	56 18 6	- - -	40 1 6	40 1 6	- - -			
29	Dell Quay and Chichester Basin.	128 7 10	- - -	128 10 1	128 10 1	- - -			
30	Dover Harbour - - -	11,418 17 4	707 1 -	9,267 7 -	9,974 8 -	19,509 17 -			
31	Exeter Port - - -	857 6 6	- - -	857 6 6	857 6 6	- - -			
32	Exmouth Port - - -	113 6 8	- - -	113 6 8	113 6 8	- - -			
33	Faversham Navigation - -	3,014 2 9	1,649 13 -	1,432 11 -	3,082 4 -	33,000 - -			
34	Fleetwood Port - - -	2,306 19 -	- - -	2,417 15 9	2,417 15 9	- - -			
35	Folkestone and Whitstable Har- bours, Angerstein and Strood Wharves, Gravesend Canal, and Hungerford Pier, Lon- don, in the occupation of the South Eastern Railway Com- pany.	10,368 7 10	- - -	16,804 7 5	16,804 7 5	- - -			

(a) 5.—Barnstaple Harbour.—No return received as to the Receipts and Expenditure.

NAME OF HARBOUR.		TOTAL RECEIPTS (not including Balances).	EXPENDITURE.				Bonded or secured Debt remaining at the Date of this Return.
			Interest and Annuities.	Other Expenditure.	TOTAL EXPENDITURE.		
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
36	Gainsborough Port - -	35 9 4	- - -	85 9 4	85 9 4	- - -	
37	Gateshead Quay - -	2,511 16 7	1,796 10 5	3,198 14 4	4,995 4 9	37,550 - -	
38	Glamorganshire Canal Com- pany's Sea Lock, Cardiff.	1,000 - 9	- - -	994 1 5	994 1 5	- - -	
39	Gloucester and Berkeley Canal	31,371 4 9	3,320 13 4	26,523 8 10	29,844 2 2	76,027 8 4	
40	Gravesend Town Pier - -	1,213 13 -	574 - -	784 15 10	1,358 15 10	16,400 - -	
41	Hartlepool Port and Harbour	5,721 7 5	114 12 7	5,692 4 5	5,806 17 -	- - -	
42	Harwich Improvement Quay and Pier Act.	345 8 2	- - -	326 14 8	326 14 8	9,400 - -	
43	Hayling Bridge and Causeway Company.	- (a) -	- - -	- - -	- (a) -	2,440 - -	
44	Herne Bay Pier - - -	48 5 1	- - -	52 15 8	52 15 8	7,297 5 3	
45	Hobbs' Point, Pembroke Dock.	- - -	- - -	96 7 8	96 7 8	- - -	
46	Hythe Hard - - - -	485 4 3	4 6 -	283 9 -	287 15 -	- - -	
47	Ilfracombe - - - -	328 1 4	- 10 3	553 13 4	554 3 7	10 5 2	
48	Ipswich Dock - - - -	8,046 7 10	4,488 10 -	4,008 18 4	8,497 8 4	106,900 - -	
49	King's Lynn, Port of - -	6,189 2 6	230 2 11	6,131 1 8	6,361 4 7	4,000 - -	
50	Lancaster Port - - - -	2,916 17 -	- - -	1,497 - 2	1,497 - 2	- - -	
51	Llanelly Dock - - - -	2,350 19 2	- - -	2,350 19 2	2,350 19 2	- - -	
52	Llanelly Harbour, Creeks, and Burry Navigation.	3,760 19 4	1,050 4 9	2,893 2 7	3,943 7 4	19,500 - -	
53	London, Port of - - - -	62,228 19 2	3,931 5 -	59,207 8 6	63,138 13 6	107,200 - -	
54	Looe, East and West Harbour	2,821 7 -	240 - -	1,663 5 3	1,903 5 3	7,375 - -	
55	Lowestoft Harbour - - -	11,769 9 11	- - -	8,334 15 4	8,334 15 4	- - -	
56	Lyme Regis, Cobb or Har- bour of.	1,633 2 5	60 - -	1,321 8 7	1,881 8 7	- - -	
57	Maldon, Port of - - - -	- (b) -	- - -	7 - -	(b) 7 - -	- - -	
58	Margate Pier and Harbour -	6,102 17 8	4,157 - -	2,029 4 -	6,186 4 -	67,200 - -	
59	Maryport Harbour - - -	6,696 19 4	4,598 15 7	5,497 12 3	10,096 7 10	77,295 - -	
60	Middlesborough Dock and Stockton Shipping Staith.	1,648 12 11	- - -	1,980 9 11	1,980 9 11	- - -	
61	Milford Haven - - - -	159 1 4	- - -	138 - 5	138 - 5	- - -	
62	Minehead Harbour - - -	181 14 3	- - -	181 14 3	181 14 3	- - -	
63	Mersey Docks and Harbour: Revenue Account - - -	885,126 - 7	628,558 16 6	188,685 15 -	817,244 11 2	14,165,978 17 2	
	Conservancy Account - -	27,816 15 6	- - -	19,282 1 11	19,282 1 11	(c)	
64	Neath Harbour - - - -	4,046 16 2	808 16 7	2,589 19 -	3,398 15 7	15,950 - -	
65	Newhaven Harbour and Ouse Lower Navigation.	27,579 16 1	1,737 17 11	27,770 17 9	29,508 15 8	40,860 - -	
66	Newport Dock Company, Mon- mouth.	31,483 4 10	7,531 6 1	22,682 10 2	30,213 16 3	95,000 - -	
67	Newport Harbour or Port, Monmouth.	2,108 2 6	- - -	1,966 16 8	1,966 16 8	- - -	
68	Newquay Harbour, Cardigan -	255 18 2	(d) 200 7 -	91 5 -	291 12 -	- - -	
69	Newquay Pier and Quay, Cornwall.	1,063 18 11	- - -	983 5 9	983 5 9	- - -	
70	Padstow Harbour - - - -	591 18 8	12 10 -	481 10 -	494 - -	250 - -	
71	Paington Harbour - - -	306 5 -	255 15 1	54 6 4	310 1 5	- - -	
72	Penarth Tidal Harbour, Car- diff.	618 10 11	- - -	1,777 1 9	1,777 1 9	- - -	
73	Penzance Harbour - - -	3,958 17 9	1,769 4 6	2,189 13 3	3,958 17 9	43,090 - -	

(a) 43.—Hayling Bridge and Causeway Company.—No return received as to the Receipts and Expenditure.

(b) 57.—Maldon, Port of.—No return received.

(c) 63.—Mersey Docks, &c., Revenue Account.—The amount of money received this year on Bond was 3,636,433 l. 19 s. 1 d., of which the renewals of Expired Loans and Bonds paid off amount to 3,331,450 l. 17 s. 2 d., leaving the sum of 304,983 l. 1 s. 11 d. to be added to the Secured Debt as the actual increase thereof during the year.

(d) 68.—Newquay Harbour, Cardigan.—Applied to Dividends.

ABSTRACT OF ACCOUNTS OF THE SEVERAL HARBOUR AUTHORITIES, &c., 1869.

NAME OF HARBOUR.		TOTAL RECEIPTS (not including Balances).	EXPENDITURE.						Bonded or secured Debt remaining at the Date of this Return.
			Interest and Annuities.		Other Expenditure.		TOTAL EXPENDITURE.		
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.		
74	Plymouth Great Western Dock Company.	63,701 14 4	20,173 14 5	38,098 8 3	58,272 2 8	103,847 4 9			
75	Poole Harbour - - -	1,601 9 6	- - -	1,676 1 1	1,676 1 1	- - -			
76	Porth Cawl Harbour - - -	1,712 2 7	- - -	21,337 12 1	21,337 12 1	- - -			
77	Porthleven Harbour - - -	936 12 11	- - -	705 5 6	705 5 6	- - -			
78	Portmadoc Harbour - - -	(a)	- - -	- - -	(a)	555 - -			
79	Portsmouth, Camber Dock - -	1,342 7 1	1,395 19 5	503 13 9	1,899 13 2	28,150 - -			
80	Portsmouth, Camber Wharf - -	4,357 - -	354 9 10	4,002 10 2	4,357 - -	7,500 - -			
81	Port Talbot, Glamorganshire -	1,582 19 5	491 8 10	1,090 14 2	1,582 3 -	25,000 - -			
82	Pwllheli Harbour - - -	33 - -	- - -	33 - -	33 - -	- - -			
83	Ryde Pier and Ryde Pier Tramways, &c.:								
	Pier Account - - -	8,344 14 11	574 12 8	8,922 12 10	9,497 5 6	11,000 - -			
	Pier Tramways Account -	- - -	- - -	- - -	- - -	- - -			
	Victoria Pier and Docks Account	550 7 4	- - -	577 - 2	577 - 2	- - -			
84	Rye Harbour - - -	1,366 3 5	71 - 11	1,293 11 -	1,364 11 11	1,000 - -			
85	St. Mawes Port, Harbour, and Pier.	54 7 6	(b) 32 10 -	29 15 6	62 5 6	- - -			
86	Sandwich Haven - - -	1,213 8 1	47 - -	1,004 2 9	1,051 2 9	900 - -			
87	Scarborough Harbour - - -	1,340 3 2	- - -	1,173 4 1	1,173 4 1	- - -			
88	Shoreham Harbour - - -	9,356 3 6	(c) 5,463 7 1	4,687 - 2	10,150 7 3	39,300 - -			
89	Southampton Harbour and Pier	6,670 4 4	1,517 6 7	4,053 2 -	5,570 8 7	30,712 4 1			
90	Southwold Harbour - - -	447 3 3	- - -	437 17 5	437 17 5	- - -			
91	Stockton Port (River Tees Conservancy Commission).	40,257 1 5	9,809 18 -	26,946 18 10	36,756 16 10	205,066 11 8			
92	Sunderland, Port of - - -	181,772 14 8	47,515 2 1	142,744 16 2	190,259 18 3	1,132,557 9 5			
93	Sunderland (River Wear Watch Commission).	2,467 6 4	- - -	2,330 11 7	2,330 11 7	- - -			
94	Sutton Pool Harbour (Plymouth).	4,656 11 9	930 6 8	2,709 1 1	3,639 7 9	18,554 - -			
95	Swansea Harbour - - -	99,795 6 -	28,324 - 5	72,403 7 2	100,727 7 7	561,322 - -			
96	Teignmouth Harbour - - -	1,139 15 10	389 - -	977 1 9	1,366 1 9	8,100 - -			
97	Tenby Harbour - - -	346 8 9	3 - 8	291 12 10	294 13 6	- - -			
98	Topsham Port - - -	189 16 7	- - -	189 16 7	189 16 7	- - -			
99	Trevaunance Pier and Harbour	787 16 10	- - -	723 3 10	723 3 10	- - -			
100	Truro, Port of - - -	756 4 6	- - -	213 6 10	213 6 10	- - -			
101	Tyne River - - -	315,594 5 -	58,218 - 7	260,098 18 9	318,316 19 4	1,294,258 - -			
102	Upper Mersey Dues Trustees -	11,721 12 5	3,810 8 8	8,981 6 3	12,791 14 11	74,610 - -			
103	Warkworth Coquet Harbour -	1,234 13 10	497 18 7	736 15 3	1,234 13 10	184,800 - -			
104	Watchet Harbour - - -	4,048 17 -	587 12 6	3,751 11 2	4,339 3 8	24,211 - -			
105	Welland River and Harbour of Spalding.	6,491 2 1	305 8 4	6,840 18 7	7,146 6 11	10,557 18 1			
106	Wells Harbour (Norfolk) -	673 7 -	591 18 6	152 18 1	744 16 7	13,670 - -			
107	Weymouth Harbour - - -	1,822 14 6	545 15 -	1,311 5 -	1,857 - -	18,300 - -			
108	Weymouth Pile Pier - - -	809 18 3	739 11 9	52 15 6	792 7 3	9,200 - -			
109	Whitby Port - - -	886 2 1	- - -	1,231 17 8	1,231 17 8	- - -			
110	Wisbech Harbour - - -	3,877 10 5	2,603 6 9	1,314 3 6	3,917 10 3	52,500 - -			
111	Workington Harbour - - -	5,020 17 4	1,087 1 2	2,671 15 -	3,758 16 2	22,260 - -			
112	Great Yarmouth (Norfolk) Port, Haven, and Rivers connected therewith:								
	Haven - - -	9,789 5 4	1,644 18 -	11,435 14 10	13,080 12 10	37,770 - -			
	River Bure - - -	474 11 2	- - -	393 1 10	393 1 10	- - -			
	River Waveney - - -	139 13 4	- - -	177 17 3	177 17 3	- - -			
	River Yare - - -	993 16 -	- - -	1,106 18 6	1,106 18 6	- - -			
113	Yarmouth Quay and Harbour (Isle of Wight).	229 2 8	17 4 2	175 13 11	192 18 1	350 - -			
TOTAL - - - £.		2,106,604 12 2	881,072 3 2	1,198,851 6 11	2,074,923 10 1	19,480,846 4 5			

(a) 78.—Portmadoc Harbour.—No return received as to the Receipts and Expenditure. (b) 85.—St. Mawes Port, Harbour, and Pier.—Dividend on shares.
(c) 88.—Shoreham Harbour.—Including the sum of 2,041 l. 13 s. 9 d., which has been invested in Exchequer Bonds.

HARBOUR ACCOUNTS.

ABSTRACT of the Accounts of the several HARBOUR AUTHORITIES of *Great Britain* and *Ireland*, as transmitted to the Secretary of State for the Home Department, showing the Receipts and Expenditure of each Harbour for the latest Period of Twelve Months for which the Accounts are made up preceding the Month of June 1869, and the Amount of Bonded or Secured Debt remaining at the Date of the Return.

(*Mr. Bolckow.*)

*Ordered, by The House of Commons, to be Printed,
28 February 1870.*

HARBOUR LOANS.

RETURN to an Order of the Honourable The House of Commons,
dated 31 March 1870 ;—*for*,

RETURN "of APPLICATIONS for LOANS under the Provisions of 'The HARBOURS and PASSING TOLLS, &c. ACT, 1861,' which have been decided on by the PUBLIC WORKS LOAN COMMISSIONERS, with the Result; and stating the Amount of the Loan Applied for and Granted, the Rate of Interest charged, and the Nature and Object of the Works in each Case, made up to the 31st day of December 1869 (in continuation of Parliamentary Paper, No. 425, of Session 1868-9)."

RETURN of APPLICATIONS for LOANS under the Provisions of "The HARBOURS and PASSING TOLLS, &c. ACT, 1861," which have been decided on by the PUBLIC WORKS LOAN COMMISSIONERS.

I.—CASES in which LOANS have been Granted.

Name.	Amount Applied for.	Amount Granted.	Rate of Interest.	Nature of Work.	Object of Works, as stated by Applicants.
CARLINGFORD - -	8,000 <i>l.</i> , In addition to 47,700 <i>l.</i> , previously applied for. <i>Vide</i> Parliamentary Paper, No. 286 of Session 1867-8.	8,000 <i>l.</i>	3½ p' cent.	Dredging the bar and mouth of Carlingford Lough.	Trade, fisheries, refuge, and shelter.
ISLE OF MAN - -	13,000 <i>l.</i> Further application.	13,000 <i>l.</i>	3½ "	To complete works at Port Erin in respect of which a previous loan of 58,200 <i>l.</i> was granted.	Shelter to trading vessels and fishing boats.
ISLE OF MAN - -	15,400 <i>l.</i> , The grant of 9,000 <i>l.</i> for Ramsey and 16,000 <i>l.</i> for Peel (<i>vide</i> Parliamentary Paper, No. 128 of Session 1866), having been surrendered.	15,400 <i>l.</i>	3½ "	9,900 <i>l.</i> for Peel Breakwater, and 5,500 <i>l.</i> for Ramsey.	Shelter and deepening and improving harbour.
TORQUAY - - -	30,000 <i>l.</i>	18,300 <i>l.</i>	3½ "	To complete pier and breakwater	Shelter and refuge.

II.—CASES in which the PUBLIC WORKS LOAN COMMISSIONERS have refused Applications.

Name.	Amount applied for.	Nature of Works.	Object of Works, as stated by Applicants.
ARBROATH - -	5,000 <i>l.</i> , In addition to previously rejected application for 15,000 <i>l.</i> , now renewed and increased.	Conversion of old harbour into a wet dock, and dredging at entrance.	Trade, fisheries, refuge, and shelter.
MARYPORT - -	80,000 <i>l.</i>	Dock basin; railways; extension of north breakwater.	Extension of, and greater facilities for, trade, further accommodation for shipping, and increased depth of water.
SOUTHAMPTON - -	8,150 <i>l.</i>	Extension of present quay accommodation	Trade.
TYNE - - -	100,000 <i>l.</i> , The applicants declining to pay the rate of interest required by this Board.	Dredging the bed of the river from its entrance upwards, and straightening its course, &c.	Providing a deeper and safer entrance, enlarging the capacity of the harbour and improvement of the river.
TYNE - - -	100,000 <i>l.</i> , The applicants declining to pay the rate of interest required by this Board.	Extension of the piers in respect of which previous loans, amounting to 200,000 <i>l.</i> , were granted.	Shelter.
WATERFORD - -	43,000 <i>l.</i>	Dry dock and approaches - - -	Repairing ships and refitting vessels that have sought refuge.

III.—CASES of LOANS for the Purposes mentioned in Special Acts of Parliament.

Name.	Amount Applied for.	Amount Granted.	Rate of Interest.	Purposes.
Great Basses Light House, Ceylon - - - -	£. s. d. 70,000 - -	£. s. d. 70,000 - -	3½ per cent.	Act 32 & 33 Vict. c. 77.
Americk Harbour - - - - -	23,779 9 1	23,779 9 1	3½ "	Act 30 & 31 Vict. c. 53.

Public Works Loan Board, }
14 April 1870.

HARBOUR LOANS.

RETURN of Applications for Loans under the Provisions of "The Harbour and Piers Act, &c., 1861," which have been decided on by the Public Works Loan Commissioners, with the Result; and stating the Amount of the Loan Applied for, and Granted, the Rate of Interest charged, and the Nature and Object of the Works in each Case; made up to 31 December 1869 (in continuation of Parliamentary Paper, No. 425, of Session 1868-9).

(*Mr. Bolckow.*)

*Ordered, by The House of Commons, to be Printed,
26 April 1870.*

HARBOURS OF REFUGE.

RETURN to an Order of the Honourable The House of Commons,
dated 6 May 1870;—for,

COPY “of QUARTERLY REPORTS of the ENGINEERS at the HARBOURS of
REFUGE at *Dover, Alderney, Portland, and Holyhead*, for the Year ending
the 31st day of March 1870 (in continuation of Parliamentary Paper,
No. 166, of Session 1868-9).”

Board of Trade, }
7 May 1870. }

T. H. FARRER.

(*Mr. Shaw Lefevre.*)

Ordered, by The House of Commons, to be Printed,
9 May 1870.

Dover.

1.—D O V E R.

ENGINEERS' REPORT for the Quarter ending 30th June 1869.

Sir,

23, Great George-street, Westminster, S.W.,
12 July 1869.

WITH more favourable weather than in the preceding quarter, a greater improvement in the rate of progress has taken place. The foundation course, including a cross wall, has been extended a further average length of 42 feet, and the work has been raised a height of 15 feet.

The total length of the foundation course is now 1,986 feet.

The completion of the cross wall now in hand will enable the contractors to proceed with the filling between the walls, and the raising to quay level of about 160 feet of the pier.

The various repairs required after the damage done by H. M. Gun-brig "Ferret," have been taken in hand so as not to interfere with the contract work, or the train and steam packet services, and will shortly be completed.

3,736 cubic yards of concrete blocks have been made, and 3,668 cubic feet of granite have been delivered for the above waterworks.

Certificates amounting to 2,604 l. (which is exclusive of the value of the work done, 4,020 l., during the month of June) have been granted to Messrs. Lee, the contractors, during the past quarter, making the total sum certified for the several contracts for the pier and the junction wall, 636,898 l.

We have, &c.

(signed) *McClean & Stileman.*

The Secretary to the Board of Trade.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 30th June 1869.

DESCRIPTION of WORK.	Date when the Work was Com- menced.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men Employed Daily.									
						Superintendents and Foremen.	Masons and Divers.	Fitters.	Carpenters.	Smiths.	Sawyers.	Timekeepers and Watchmen.	Blockmakers.	Labourers.	
Breakwater or West- ern Arm of Har- bour of Refuge.	First con- tract, Oct. 1847.	650,000													
	Second con- tract, Nov. 1854.		28,000	2,604	636,898	4	20	2	6	5	2	3	55	55	
	Third con- tract, March 1867.	75,000													

23, Great George-street, 12 July 1869.

(signed) *McClean & Stileman, Engineers.*

ENGINEERS' REPORT for the Quarter ending 30th September 1869.

Dover.

23, Great George-street, Westminster, S.W.,
4 October 1869.

Sir,

THE progress of the pier during the past quarter has been as follows. The foundation course of the pier has been extended to a distance of 2,006 feet on the centre line, being an advance of 20 feet during the past quarter.

The length of 160 feet of the upper work in hand has been raised to within 9 feet of low-water mark, and the hearting and cross wall have been raised to the same level.

It was hoped that this work would have been brought up to the level of low-water before the time for the equinoctial gales; this, however, the contractors have not succeeded in doing, and it has therefore been decided to run the risk of erecting a further length of staging during the present season, in order that the under waterwork may be advanced if the weather should interfere with the progress of the work, which is at, or about, the level of low-water. About two-thirds of this length of staging is already erected, and the remainder is in hand.

The heavy gales of the 19th September, and following days, did no damage either to the staging or the completed works, but 15 blocks were displaced from the top course of the work in hand, which was 9 feet below low-water level.

The damage done to the pier and jetties at the time of the loss of Her Majesty's late Gun-brig "Ferret" has been repaired, and the whole of the ground has been carefully examined by divers.

The moorings and buoys under the Board of Trade jurisdiction have been overhauled and repaired where required.

755 tons of granite have been delivered for the works, and 2,585 cubic yards of concrete blocks have been made at Rye, of which 1,831 yards have been barged to Dover.

The average number of men employed has been 169.

Certificates amounting to 10,025 *l.* have been granted to Messrs. Lee, the contractors, during the past quarter, making the total sum certified for the first, second, and third contracts, and the junction wall, 646,923 *l.*

We have, &c.
(signed) *M^cClean & Stileman.*

The Secretary to the Board of Trade.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 30th September 1869.

DESCRIPTION of WORK.	Date when the Work was Com- menced.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men Employed Daily.								
						Superintendents and Foremen.	Masons and Divers.	Fitters.	Carpenters.	Smiths.	Sawyers.	Timekeepers and Watchmen.	Blockmakers.	Labourers.
Breakwater or West- ern Arm of Har- bour of Refuge.	- First con- tract, Oct. 1847.	650,000	-	10,025	646,923	4	21	2	5	6	2	3	55	71
	Second con- tract, Nov. 1854.													
	Third con- tract, Mar. 1867.	75,000	28,000											

23, Great George-street, 4 October 1869.

(signed) *M^cClean & Stileman, Engineers.*

Dover.

ENGINEER'S REPORT for the Quarter ending 31st December 1869.

Sir,

THE foundations of the pier have been extended a distance of 28 feet during the past quarter. The total length of pier is now 2,034 feet at the level of the foundations.

The length of 160 feet of the pier, which had been raised during previous quarters to the average level of nine feet below low-water, has been advanced to within seven feet six inches of low-water level. No opportunity has been lost of carrying on this work ; the delay is due to the season of the year, and the nature of the work to be done.

The extension of the staging, intended for the winter's work, was also completed in the early part of the past quarter.

100 tons of granite have been delivered, and 3,732 cubic yards of concrete blocks have been made at Rye ; of these, 2,573 cubic yards have been delivered on to the works at Dover.

The average number of men employed has been 141. A very heavy south-west gale, on the night of the 16th December, completely destroyed the whole of the contractors' staging, including the length just then completed for carrying on the work in the foundations during the winter. The finished portion of the pier received no damage, but it has not yet been ascertained whether the work in hand has suffered. The contractors have already commenced preparations for erecting fresh staging, and are also recovering the wreck as fast as the weather permits.

Certificates amounting to 2,560 *l.* have been granted to Messrs. Lee & Sons, during the past quarter, making the total sum certified for the several contracts and the junction wall, 649,482 *l.*

I have, &c.

(signed) *Edward Druce*, Engineer.

The Assistant Secretary,
Harbour Department, Board of Trade.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending
31st December 1869.

DESCRIPTION of WORK.	Date when the Work was Com- menced.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men Employed Daily.								
						Superintendents and Foremen.	Masons and Divers.	Fitters.	Carpenters.	Smiths.	Sawyers.	Timekeepers and Watchmen.	Blockmakers.	Labourers.
Breakwater or West- ern Arm of Har- bour of Refuge.	- First con- tract, Oct. 1847.	£.	£.	£.	£.									
	Second con- tract, Nov. 1854.	650,000	28,000	2,560	640,482	4	11	2	4	3	2	3	56	56
	Third con- tract, Mar. 1867.	75,000												

Dover.

ENGINEER’S REPORT for the Quarter ending 31st March 1870.

Sir, Dover, 5 April 1870.

IN consequence of the loss of the contractors’ staging, as stated in the previous Quarterly Report, no extension of the pier has taken place during the past quarter. The contractors have been engaged in recovering their plant, and have commenced re-erecting staging for carrying on the work.

The manufacture of concrete blocks has been continued at Rye, and a sufficient number for completing the present contract has been made.

The average number of men employed has been 105.

Certificates amounting to 2,167 *l.* have been granted to Messrs. Lee, the contractors, during the past quarter, making the total sum certified for the several contracts and the junction wall, 651,649 *l.*

I have, &c.
(signed) *Edward Druce*, Engineer.

The Assistant Secretary,
Harbour Department, Board of Trade.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 31st March 1870.

DESCRIPTION of WORK.	Date when the Work was Com- menced.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men Employed Daily.								
						Superintendents and Foremen.	Masons and Divers.	Fitters.	Carpenters.	Smiths.	Sawyers.	Timekeepers and Watchmen.	Blockmakers.	Labourers.
Breakwater or West- ern Arm of Har- bour of Refuge.	- First con- tract, Oct. 1847.	£.	£.	£.	£.									
	Second con- tract, Nov. 1854.	650,000	28,000	2,167	651,049	4	1	1	5	3	2	3	41	45
	Third con- tract, Mar. 1867.	75,000												

Alderney.

2.—ALDERNEY.

ENGINEERS' REPORT for the Quarter ending 30th June 1869.

23, Great George-street, Westminster, S.W.,
10 July 1869.

Sir,

THE total quantity of stone deposited in the base and foreshores of the Western Breakwater during the last quarter has been 9,502 tons.

During the quarter 183 lineal yards of coping have been set on the sea wall, and an equal length of coping on the promenade wall, extending from 217 yards to 400 yards from the shore. The granite paving of the promenade has been laid for the same length of 183 yards. This completes 834 lineal yards of the promenade level.

The sea damages referred to in last report are being repaired.

The daily average number of men employed during the quarter has been 189, and 8 horses.

The amount of certificates granted to Messrs. Jackson & Bean, the contractors, during the quarter, has been 2,000*l.*, making a total of 1,228,213*l.* since the commencement of the works.

We have, &c.

(signed) *McClean & Stileman.*

The Secretary to the Board of Trade.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending
30th June 1869.

DESCRIPTION of WORK.	Date when the Work was Com- menced.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men Employed Daily.								Horses.
						Clerks, Foremen, &c.	Carpenters and Sawyers.	Masons and Labourers.	Smiths and Labourers.	Engineers and Mechanics.	Platelayers.	Quarrymen and Labourers.	Tipmen and Boatmen.	
Breakwater from Grosnez Point, opening quarries, forming railways, and depositing stone.	June 1847	£. 1,300,000	£. 22,000	£. 2,000	£. 1,228,213	10	14	77	8	8	7	59	6	8

23, Great George-street, 12 July 1869.

(signed) *McClean & Stileman, Engineers.*

ENGINEERS' REPORT for the Quarter ending 30th September 1869.

Sir,

23, Great George-street, Westminster, S.W.,
4 October 1869.

THE total quantity of stone deposited in the base and foreshores of the Western Breakwater, during the last quarter, has been 8,253 tons.

The damages caused by the sea to the breakwater walls during the heavy gales of last winter have been repaired.

Thirty-five face-stones were again drawn out of the sea wall at 1,483 yards from the shore, and some copings and pitching were displaced on the quay level, in the storm of 11th and 12th ultimo.

The daily average number of men employed during the quarter has been 177, and eight horses.

The amount of certificates granted to Messrs. Jackson & Bean, the contractors, during the quarter, has been 7,500 *l.*, making a total of 1,235,713 *l.* since the commencement of the works.

We have, &c.
(signed) *M'Clean & Stileman.*

The Secretary to the Board of Trade.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending
30th September 1869.

DESCRIPTION of WORK.	Date when the Work was Com- menced.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men Employed Daily.							
						Clerks, Foremen, &c.	Carpenters and Sawyers.	Masons and Labourers.	Smiths and Labourers.	Enginemen and Mechanics.	Platelayers.	Quarrymen and Labourers.	Tipmen and Boatmen.
Breakwater from Gros- nez Point, opening quarries, forming railways, and de- positing stone.	June 1847	£. 1,300,000	£. 22,000	£. 7,500	£. 1,235,713	10	13	83	7	9	6	43	6
													8

23, Great George-street, 4 October 1869.

(signed) *M'Clean & Stileman, Engineers.*

Alderney.

ENGINEERS' REPORT for the Quarter ending 31st December 1869.

23, Great George-street, Westminster, S.W.,
6 January 1870.

Sir,

THE total quantity of stone deposited in the base and foreshores of the Western Breakwater, during the last quarter, has been 6,638 tons.

During the quarter, 132 lineal yards of coping have been set on the sea wall, and an equal length of coping on the promenade wall, extending from 85 yards to 217 yards from the shore. The granite paving of the promenade has been laid for the same length of 132 yards. This completes the promenade level for a length of 966 yards from the shore, leaving to be completed 594 lineal yards, viz., from a point 966 yards from the shore to the head.

The damage of 11 and 12 September, referred to in last Report, has been repaired.

The daily average number of men employed during the quarter has been 112, and 6 horses.

The amount of certificates granted to Messrs. Jackson & Bean, the contractors, during the quarter, has been 4,500 l., making a total of 1,240,213 l. since the commencement of the works.

Summary of the Year.

Since the beginning of the year, 38,286 tons of stone have been deposited in the base and foreshores of the Breakwater.

Four hundred and seventy-three lineal yards of coping and paving have been laid on the promenade level, from 85 yards to 558 yards from the shore. This completes 966 lineal yards of the promenade level from the shore outwards, and leaves to be completed 594 lineal yards thence to the head.

We have, &c.
(signed) M'Clean & Stileman.

The Secretary to the Board of Trade.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 31st December 1869.

DESCRIPTION of WORK.	Date when the Work was Com- menced.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men Employed Daily.								
						Clerks, Foremen, &c.	Carpenters and Sawyers.	Masons and Labourers.	Smiths and Labourers.	Engineers and Mechanics.	Platelayers.	Quarrymen and Labourers.	Tipmen and Boatmen.	Horses.
Breakwater from Gros- nez Point, opening quarries, forming rail- ways, and depositing stone.	June 1847	£. 1,300,000	£. 22,000	£. 4,500	£. 1,240,213	10	10	45	4	7	5	26	5	6

23, Great George-street, 6 January 1870.

(signed) M'Clean & Stileman, Engineers.

Alderney.

ENGINEERS' REPORT for the Quarter ending 31st March 1870.

23, Great George-street, Westminster, S.W.,
8 April 1870.

Sir,

THE total quantity of stone deposited in the base and foreshores of the Breakwater, during the last quarter, has been 7,316 tons.

During the hurricane from the westward on the 8th January last, considerable damage was done to the work by the sea. A breach was formed through the Breakwater walls, measuring 20 yards in length, by 14 yards in width, by eight yards in height, at 1,320 lineal yards from the shore; and another breach was formed 14 yards in length, by 14 yards in width, by eight yards in height, at 1,483 lineal yards from the shore. This last opening extended 14 yards further in length on the harbour side towards the shore in the storms of February. In addition to the above, the masonry of the Breakwater was disturbed on the 8th January at five other places. These damages are being repaired.

The daily average number of men employed during the quarter has been 110, and 6 horses.

The amount of certificates granted to Messrs. Jackson & Bean, the contractors, during the quarter, has been 5,500 £., making a total of 1,245,713 £. since the commencement of the works.

We have, &c.

(signed) *M^cClean & Stileman.*

The Secretary to the Board of Trade.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 31st March 1870.

DESCRIPTION of WORK.	Date when the Work was Commenced.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men Employed Daily.								Horses.
						Clerks, Foremen, &c.	Carpenters and Sawyers.	Masons and Labourers.	Smiths and Labourers.	Engineers and Mechanics.	Platelayers.	Quarrymen and Labourers.	Tipmen and Boatmen.	
		£.	£.	£.	£.									
Breakwater from Grosnez Point, opening quarries, forming railways, and depositing stone.	June 1847 -	1,300,000	22,000	5,500	1,245,713	10	6	30	4	7	5	41	7	6

23, Great George-street, 8 April 1870.

(signed) *M^cClean & Stileman, Engineers.*

3.—HARBOUR OF REFUGE AND BREAKWATER AT PORTLAND.

STATEMENT of EXPENDITURE and Number of MEN EMPLOYED during the Quarter ending 30th June 1869.

1. DESCRIPTION of WORK.	2. Date of Commencing the Work.	3. Date when the Work should be Completed.	4. Amount of Revised Estimate.	5. Amount Authorized for the Year.
Formation of an inner and outer Breakwater, terminating at 8,500 feet from the shore, and sheltering 2,130 acres of Portland Bay, with adjunct works.	- - Railways and preliminary works commenced 11th August 1847.	- - General contracts terminated 31st December 1865.	£. 1,035,000	£. 3,800 1,500 1,500 330 £. 7,130
Construction of timber jetty, for protection of boats belonging to Her Majesty's ships.	Breakwater commenced 11th December 1840.	Works continued since December 1865, by separate contracts for supply of materials and labour.		
Protection of property on north side of bay.				
Construction of three coaling stages for use of Her Majesty's ships.				
Maintenance of works generally.				

6. Amount Expended during the Quarter.	7. Amount Expended from Commencement, including the present Quarter.	8. Average Number of Workmen, &c. Employed.	9. REMARKS.
£. 2,454 Less, cost of works for Naval and War Departments, and block stone supplied to Her Majesty's Dockyard Extension Works, &c. 1,388 EXPENDITURE on Harbour Works - £. 1,066	£. 1,151,269 Contract works, Convict Department, land, stock, plant, permanent buildings, miscellaneous disbursements, and works for Naval and War Departments, &c. 1,151,269 Less, cost of works for Naval and War Departments, and block stone, &c., supplied to Her Majesty's Dockyard Extension Works, &c. &c. 124,955 EXPENDITURE on Harbour Works, as revised on comparison with Entries of the Accountant General of the Navy, and including Maintenance of Works, and Value of Land transferred £. 1,026,314	No. Foremen - 5 Weighers - 1 Breaksmen - 22 Quarrymen - - Masons and Stonecutters - 2 Sawyers - - Carpenters - 4 Smiths - 1 Fitters, Engine-drivers, &c. - 8 Divers - 1 Boatmen - 8 Platelayers - 1 Labourers, &c. - 33 86 Horses - 8 Convicts in Quarries - 521	- - The total quantity of rough stone deposited during the past quarter has been 6,328 tons; the total quantity deposited in the Breakwater Mound and foundations of the three circular heads from the commencement of the works to the end of the quarter, has been 5,687,574 tons. The filling necessary to form the platform at the back of the harbour wall of the inner Breakwater, and the deposits for the foreshore in front of the same, have been completed. A further portion of the temporary staging across the passage has been removed. The first of the three coaling stages on the north-east side of the coal store has been completed, and brought into operation; the second stage is nearly finished; and the third will be commenced immediately. During the past quarter, 3,466 tons of Portland stone have been quarried and squared by the convicts in the Breakwater quarries, and shipped for use at the Dockyard Extension Works at Chatham and Portsmouth. The Breakwater and works generally have been properly maintained.

Portland, July 1869.

Jno. Coode, Engineer in Chief.

HARBOUR OF REFUGE AND BREAKWATER AT PORTLAND.

STATEMENT of EXPENDITURE and Number of MEN EMPLOYED during the Quarter ending 30th September 1869.

1. DESCRIPTION of W O R K.	2. Date of Commencing the Work.	3. Date when the Work should be Completed.	4. Amount of Revised Estimate.	5. Amount Authorised for the Year.
<p>mation of an inner and uter Breakwater, termi- nating at 8,500 feet from he shore, and sheltering , 130 acres of Portland Bay, with adjunct works.</p> <p>struction of timber jetty or protection of boats be- longing to Her Majesty's hips.</p> <p>tection of property on north ide of bay.</p> <p>nstruction of three coaling tages for use of Her Ma- esty's ships.</p> <p>aintenance of works gene- rally.</p>	<p>-- Railways and preliminary works commenced 11th August 1847.</p> <p>Breakwater com- menced 11th De- cember 1849.</p>	<p>-- General contracts ter- minated 31st December 1865.</p> <p>Works continued since December 1865 by sepa- rate contracts for supply of materials and labour.</p>	<p>£. 1,085,000</p>	<p>£. 3,800 1,500 1,500 330 £. 7,130</p> <p>Breakwater works - } Maintenance of ditto } Net estimate Protection of property on north side of bay Coaling stages for use of Her Majesty's ships Covering to reservoirs, &c. -</p>
6. Amount Expended during the Quarter.	7. Amount Expended from Commencement, including the present Quarter.	8. Average Number of Workmen, &c. Employed.	9. R E M A R K S.	
<p>£. 2,097 1,318 £. 1,379</p> <p>Expenditure during quarter Less, cost of works for Naval and War Departments, and block stone supplied to Her Majesty's Dockyard Exten- sion Works, &c. EXPENDITURE on Harbour Works -</p>	<p>£. 1,153,966 120,273 £. 1,027,693</p> <p>Contract works, Convict Department, land, stock, plant, per- manent buildings, miscellaneous disbursements, and works for Naval and War Departments, &c. &c. Less, cost of works for Naval and War Departments, and block stone, &c., supplied to Her Majesty's Dockyard Extension Works, &c. &c. EXPENDITURE on Harbour Works, including Maintenance of same, and Value of Land transferred</p>	<p>No. Foremen - 4 Weighers - 1 Breaksmen - 22 Quarrymen - 1 Masons and Stone- cutters - 2 Sawyers - 1 Carpenters - 4 Smiths - 1 Fitters, Engine- drivers, &c. - 8 Divers - 1 Boatmen - 8 Platelayers - 1 Labourers, &c. - 32 84 Horses - 8 Convicts in Quar- ries - 496</p>	<p>-- The total quantity of rough stone deposited during the past quarter is 6,582 tons. The total quantity deposited in the Breakwater mound and foundations of the three circular heads from the commencement of the works to the end of the quarter, is 5,694,156 tons.</p> <p>The second new coaling stage has been completed, and the third is in a very forward state.</p> <p>During the past quarter 3,629 tons of Portland stone have been quarried and squared by the convicts in the Breakwater quarries, and shipped for use at the Dockyard Extension Works at Chatham and Ports- mouth.</p> <p>The whole of the work connected with the new duplicate boiler at the Chene pumping station has now been completed.</p> <p>Since the commencement of the quarter 326 tons of stone in heavy blocks have been conveyed from the Breakwater quarries, and deposited along the beach on the north shore of the bay.</p> <p>The Breakwater and works generally have been properly maintained.</p>	

Portland, October 1869.

Jno. Coodc, Engineer in Chief.

HARBOUR OF REFUGE AND BREAKWATER AT PORTLAND.

STATEMENT of EXPENDITURE and Number of MEN EMPLOYED during the Quarter ending 31st December 1869.

1. DESCRIPTION of WORK.	2. Date of Commencing the Work.	3. Date when the Work should be Completed.	4. Amount of Revised Estimate.	5. Amount Authorised for the Year.
<p>Formation of an inner and outer Breakwater, terminating at 8,500 feet from the shore, and sheltering 2,180 acres of Portland Bay, with adjunct works.</p> <p>Construction of timber jetty for protection of boats belonging to Her Majesty's ships.</p> <p>Protection of property on north side of bay.</p> <p>Construction of three coaling stages for use of Her Majesty's ships.</p> <p>Maintenance of works generally.</p>	<p>-- Railways and preliminary works commenced 11th August 1847.</p> <p>Breakwater commenced 11th December 1849.</p>	<p>-- General contracts terminated 31st December 1865.</p> <p>Works continued since December 1865 by separate contracts for supply of materials and labour.</p>	£. 1,085,000	<p>£. 3,800 1,500 1,500 380 7,180</p> <p>Breakwater works - } Net Estimate Maintenance of ditto } Protection of property on north side of bay } Coaling stages for use of Her Majesty's ships } Covering to reservoir, &c. }</p>
6. Amount Expended during the Quarter.	7. Amount Expended from Commencement, including the present Quarter.	8. Average Number of Workmen, &c. Employed.	9. REMARKS.	
<p>£. 2,141</p> <p>Less, cost of Works for Naval and War Departments, and block stone supplied to Her Majesty's Dockyard Extension Works, &c. 1,062</p> <p>EXPENDITURE on Harbour Works . . . £. 1,079</p>	<p>£. 1,166,107</p> <p>Contract works, Convict Department, land, stock, permanent buildings, miscellaneous disbursements, and works for Naval and War Departments, &c. . . 127,385</p> <p>Less, cost of works for Naval and War Departments, and block stone, &c., supplied to Her Majesty's Dockyard Extension Works, &c. . .</p> <p>EXPENDITURE on Harbour Works, including Maintenance of same, and Value of Land transferred . . . £. 1,028,772</p>	<p>No. Foremen . . . 4 Weighers . . . 1 Breaksmen . . . 24 Quarrymen . . . - Masons and Stonecutters . . . 2 Sawyers . . . - Carpenters . . . 4 Smiths . . . 1 Fitters, Engine-drivers, &c. . . 8 Divers . . . - Boatmen . . . 8 Platelayers . . . 1 Labourers, &c. . . 25 78 Horses . . . 10 Convicts in Quarries . . . 508</p>	<p>-- The total quantity of rough stone deposited in the past quarter is 3,944 tons. The total quantity deposited in the Breakwater mound and foundations the three circular heads from the commencement of the works to the end of the quarter, has been 5,698 tons.</p> <p>The removal of the last line of railway on the Breakwater stage has just commenced.</p> <p>The third new coaling stage has been completed, and the whole three are found to work satisfactorily.</p> <p>The covering of the large reservoir is proceeding rapidly as the weather will permit.</p> <p>During the past quarter 3,527 tons of Portland stone have been quarried and squared by the convicts in the Breakwater quarries, and shipped for use at the Dockyard Extension Works at Chatham and Portsmouth.</p> <p>The Breakwater, and works generally, have been properly maintained.</p>	

Portland, January 1870.

Jno. Coode, Engineer in Chief.

HARBOUR OF REFUGE AND BREAKWATER AT PORTLAND.

STATEMENT of EXPENDITURE and Number of MEN EMPLOYED during the Quarter ending 31st March 1870.

1. DESCRIPTION of WORK.	2. Date of Commencing the Work.	3. Date when the Work should be Completed.	4. Amount of Revised Estimate.	5. Amount Authorised for the Year.
<p>mation of an inner and outer Breakwater, terminating at 8,500 feet from the shore, and sheltering 2,130 acres of Portland Bay, with adjunct works.</p> <p>struction of timber jetty for protection of boats belonging to Her Majesty's ships.</p> <p>tection of property on north side of bay.</p> <p>nstruction of three coaling stages for use of Her Majesty's ships.</p> <p>aintenance of works generally.</p>	<p>-- Railways and preliminary works commenced 11th August 1847.</p> <p>Breakwater commenced 11th December 1849.</p>	<p>-- General contracts terminated 31st December 1865.</p> <p>Works continued since December 1865 by separate contracts for supply of materials and labour.</p>	<p>£. s. d.</p> <p>1,035,000 - -</p>	<p>£.</p> <p>3,800</p> <p>1,500</p> <p>1,500</p> <p>380</p> <p>£. 7,130</p>
6. Amount Expended during the Quarter.	7. Amount Expended from Commencement, including the present Quarter.	8. Average Number of Workmen, &c. Employed.	9. REMARKS.	
<p>£.</p> <p>2,501</p> <p>1,353</p> <p>£. 1,148</p> <p>Expenditure during quarter</p> <p>Less, cost of works for Naval and War Departments, and block stone, supplied to Her Majesty's Dockyard Extension Works, &c.</p> <p>EXPENDITURE on Harbour Works</p>	<p>£.</p> <p>1,158,608</p> <p>128,688</p> <p>£. 1,029,920</p> <p>Contract works, Convict Department, land, stock, plant, permanent buildings, miscellaneous disbursements, and works for Naval and War Departments, &c.</p> <p>Less, cost of works for Naval and War Departments, and block stone, &c., supplied to Her Majesty's Dockyard Extension Works, &c.</p> <p>EXPENDITURE on Harbour Works, including Maintenance of same, and Value of Land transferred, &c.</p>	<p>No.</p> <p>Foremen - - 4</p> <p>Weighers - - 1</p> <p>Breaksmen - - 24</p> <p>Quarrymen - - -</p> <p>Masons and Stonecutters - - 1</p> <p>Sawyers - - -</p> <p>Carpenters - - 3</p> <p>Smiths - - 1</p> <p>Fitters, Engine-drivers, &c. - 8</p> <p>Divers - - -</p> <p>Boatmen - - 6</p> <p>Platelayers - 1</p> <p>Labourers, &c. - 27</p> <p>76</p> <p>Horses - - 12</p> <p>Convicts in Quarries - - 528</p>	<p>-- The total quantity of rough stone deposited during the past quarter has been 6,247 tons. The total quantity deposited in the Breakwater mound and foundations of the three circular heads, from the commencement of the works to the end of the quarter, has been 5,704,397 tons.</p> <p>The weather during the past quarter has greatly impeded the progress of the removal of the staging from the outer Breakwater, this has, however, been proceeded with so far as circumstances have permitted.</p> <p>The widening and re-formation of the sea-slope of the Castleton Roadway is well advanced towards completion.</p> <p>The new ladders and stages, and the repairs of tank at the Chene Pumping Station, have now been completed.</p> <p>During the past quarter 2,655 tons of Portland stone have been quarried and squared by the convicts in the Breakwater quarries, and shipped for use at the Dockyard Extension Works at Chatham and Portsmouth, and at the Marine Barracks at Plymouth.</p> <p>The Breakwater and works generally have been properly maintained, and have sustained no damage during the gales of the past winter.</p>	

Portland, April 1870.

Jno. Coode, Engineer in Chief.

4.—HOLYHEAD HARBOUR OF REFUGE.

Sir,
I beg to forward, for the information of the Lords Commissioners of the Privy Council for Trade, a copy of the Return for the quarter ended 30th June last, showing the progress of the works under my charge at Holyhead.

The Assistant Secretary,
Harbour Department, Board of Trade.

33, Great George-street, Westminster,
6 September 1869.

Yours, &c.
(signed) *John Hawkshaw.*

HOLYHEAD HARBOUR OF REFUGE.

STATEMENT of EXPENDITURE, and of WORKMEN, PLANT, &c., employed during the Quarter ending 30th June 1869.

GENERAL DESCRIPTION OF WORK.	DATES OF CONTRACT.	Dates at which the Work should be Completed.	Original Estimated Cost of Works.	Amount authorised for Works generally, for Purchase of Land, &c.	Amount Expended during Quarter.	Amount Expended from Commencement, including the present Quarter.	Average Number of Workmen, Plant, &c., Daily employed.	GENERAL REMARKS.
The construction of two Breakwaters, for the inclosure and shelter of 200 acres of deep water in the West Bay of Holyhead, according to the design of 1845, for a Refuge Harbour and Packet Station; also, for Railways to the quays and round the harbour.	1st Contract. For the construction of Railways to the quays, and for sea walls; 24th December 1847. 2nd Contract. For quarrying, conveying stone, and depositing same in two Breakwaters; also for the construction of a Packet Pier; 16th August 1848.	24 June 1849, at which time the railways were finished. 10 August 1845.	£. For two Breakwaters and Packet Pier, as originally intended - 808,003 For extension of Northern Breakwater, to shelter Holyhead Roadstead - 300,000	£. 2.	£-8,000, for permanent works, exclusive of materials and miscellaneous disbursements.	For Railways and Sea Walls - 92,015 For Breakwater Works, formation of Beaching Ground, Engineers' Offices and Residences, Wooden Pier and Extension, work for Postal Accommodation - 1,313,084 Purchase of Land, Compensation to Tenants, Law and Land Value's Costs, Rent of Quays, Engineering and Superintendence, Miscellaneous Payments, about - 106,439 TOTAL - £-1,411,516	Foremen - 3 Miners and Quarrymen - Fillers - Labourers, &c. - 35 Masons and Stonecutters - 12 Carpenters - 6 Sawyers - 3 Smiths - 3 Engine Drivers, Fitters, &c. - 11 Platelayers - 2 Breakmen - 1 Weighers - 4 Boatmen - 8 Drivers - 1 Watchmen - 1 Boys - 10 Locomotive Engines - 1 Waggons - 26 Horses - 3 Cranes - 1 Steam Boat - 1 Steam Cranes - 3 Stationary Engines - 3 Stone Trucks - 10 Diving Apparatus - 19 Boats - 4 Travelling Frames - 3 Travelling Cranes - 0	No stone has been deposited in the North Breakwater in the past quarter; 4,099 tons have been deposited in the course of the year ending 30th June 1869. A length of 6,040 feet of the superstructure is now built to its full height, and for its whole length above the level of high water spring tides. The Inner or Harbour Wall is now built for its whole length, viz. 6,090 feet. In the Head of the North Breakwater, 104,062 cube feet of masonry have been set below low-water, and 188,685 cube feet above low-water. The number of vessels that have sought the shelter of the New Harbour during the past quarter is 691; and in the year ending 30th June 1869, 3,298.
The construction of a Landing Pier for Packets within the harbour, as subsequently designed. The formation of a Beaching Ground on the south shore of the harbour, suitable for carting. The lengthening of the North Breakwater, as designed in 1845, by 2,000 feet, for sheltering that portion of the bay lying between the New and Old Harbour, and making it a safe and commodious roadstead of upwards of 370 acres of deep water. The lengthening of the North Breakwater by an additional 500 feet, which will increase the roadstead to 400 acres of deep water.	3rd Contract. For extension of North Breakwater 2,000 feet, and building 2,500 feet of its superstructure; 1st January 1856. 4th Contract. For extension of North Breakwater 500 feet; 23rd April 1857. 5th Contract. For altering and completing the 2,500 feet of North Breakwater under 3rd Contract, and in building a further portion of 4,024 feet; making together an aggregate length of 7,124 lineal feet; 30th November 1857.	1 January 1859. 1 January 1860. Midsummer 1862.	Increased cost of Packet Pier proposed in February 1856, over the one originally designed - 3,000 For a further extension (500 feet) of Northern Breakwater - 102,000 Add, for reasons specified in Mr. Hawkshaw's Report of 4th June 1857 - 171,387 For temporary Wooden Pier - 30,000 For Wooden Pier extension, &c. - 11,000 For strengthening Wooden Pier, &c. - 10,000 For work in Old Harbour for postal accommodation - 30,000 TOTAL - £-1,430,000	2.				In the Head of the North Breakwater, 104,062 cube feet of masonry have been set below low-water, and 188,685 cube feet above low-water. The number of vessels that have sought the shelter of the New Harbour during the past quarter is 691; and in the year ending 30th June 1869, 3,298.
The construction of a Wooden Pier, commencing near the end of the North Pier of the Old Harbour, for the temporary accommodation of the proposed new mail packets, &c. The extension, in a westerly direction, of the Wooden Pier, and for raising and altering of a portion of the North Pier in the Old Harbour. The strengthening of the Wooden Pier in the Old Harbour, and for erecting a shed covering thereon. The work in Old Harbour for postal accommodation.	6th Contract. For construction of Wooden Pier, commencing near the end of the North Pier of the Old Harbour; 10th June 1858. 7th Contract. For extension, in a westerly direction, of the Wooden Pier; 23rd May 1860. 8th Contract. For strengthening Wooden Pier; 23rd May 1860. 9th Contract. For work in Old Harbour for postal accommodation; 27th January 1861.	June 1859. 31 July 1860. June 1860. 1 July 1861.						The Inner or Harbour Wall is now built for its whole length, viz. 6,090 feet. In the Head of the North Breakwater, 104,062 cube feet of masonry have been set below low-water, and 188,685 cube feet above low-water. The number of vessels that have sought the shelter of the New Harbour during the past quarter is 691; and in the year ending 30th June 1869, 3,298.

John Hawkshaw,
Engineer.
Geo. C. Parker,
Assistant Engineer.

33, Great George-street, Westminster,
2 November 1869.
I beg to forward, for the information of the Lords Commissioners of the Privy Council for Trade, a copy of the Return for the quarter ended 30th September last, showing the progress of the works under my charge at Holyhead.

The Assistant Secretary,
Harbour Department, Board of Trade.

Yours, &c.
(signed) John Hawkshaw.

HOLYHEAD HARBOUR OF REFUGE.

STATEMENT OF EXPENDITURE, and of WORKMEN, PLANT, &c., employed during the Quarter ending 30th September 1869.

GENERAL DESCRIPTION OF WORK.	DATES OF CONTRACT.	Dates at which the Work should be Completed.	Original Estimated Cost of Works.	Amount authorised for Works generally, and for Purchase of Land, &c.	Amount Expended during Quarter.	Amount Expended from Commencement, including the present Quarter.	Average Number of Workmen, Plant, &c., Daily employed.	GENERAL REMARKS.
The construction of two Breakwaters, for the inclosure and shelter of 260 acres of deep water in the West Bay of Holyhead, according to the design of 1846, for a Refuge Harbour and Packet Station; also, for Railways to the quarries and round the harbour.	1st Contract. For the construction of Railways to the quarries, and for sea walls; 24th December 1847. 2nd Contract. For quarrying, conveying stone, and depositing same in two Breakwaters; also for the construction of a Packet Pier; 16th August 1848.	24 June 1849, at which time the railways were finished. 16 August 1855.	£. For two Breakwaters and Packet Pier, as originally intended - 808,063 For extension of Northern Breakwater, to shelter Holyhead Roadstead - 380,000	£. <				

Sir,
I BEG to forward, for the information of the Lords Commissioners of Privy Council for Trade, a copy of the Return for the quarter ended 31st December last, showing the progress of the works under my charge at Holyhead.

The Assistant Secretary,
Harbour Department, Board of Trade.

33, Great George-street, Westminster,
20 January 1870.

Return for the quarter ended

Yours, &c.
(signed) John Hawkshaw.

HOLYHEAD HARBOUR OF REFUGE.

STATEMENT of EXPENDITURE, and of WORKMEN, PLANT, &c., employed during the Quarter ending 31st December 1869.

GENERAL DESCRIPTION OF WORK.	DATES OF CONTRACT.	Dates at which the Work should be Completed.	Original Estimated Cost of Works.	Amount authorised for Works generally, and for Purchase of Land, &c.	Amount Expended during Quarter.	Amount Expended from Commencement, including the present Quarter.	Average Number of Workmen, Plant, &c., Daily employed.	GENERAL REMARKS.
The construction of two Breakwaters, for the inclosure and shelter of 200 acres of deep water in the West Bay of Holyhead, according to the design of 1846, for a Refuge Harbour and Packet Station; also, for Railways to the quarries and round the harbour.	1st Contract. For the construction of Railways to the quarries, and for sea walls; 24th December 1847. 2nd Contract. For quarrying, conveying stone, and depositing same in two Breakwaters; also for the construction of a Packet Pier; 16th August 1848.	24 June 1849, at which time the railways were finished. 16 August 1855.	£. 808,063	£. -	Nil, for permanent works, exclusive of salaries and miscellaneous disbursements.	For Railways and Sea Walls - - - 92,043 For Breakwater Works, formation of Beaching Ground, Engineers' Offices and Residences, Wooden Pier and Extension, work for Postal Accommodation - - 1,214,591 Purchase of Land, Compensation to Tenants, Law and Land Valuer's Costs, Rent of Quarries, Engineering and Superintendence, Miscellaneous Payments, about - 107,865 TOTAL - - - £. 1,413,929	Foremen - - - 2 Miners and Quarrymen - - - - Fillers - - - - Labourers, &c. - 6 Masons and Stonecutters - - - 2 Carpenters - - 2 Sawyers - - - 2 Smiths - - - - 2 Engine Drivers, Fitters, &c. - - - 9 Platelayers - - Breakmen - - - Weighers - - - 1 Boatmen - - - 4 Divers - - - 11 Watchmen - - 1 Boys - - - - 2 Locomotive Engines 1 Waggons - - - 6 Horses - - - 2 Cranes - - - 1 Steamboat - - 1 Steam Cranes - - 2 Stationary Engines 3 Stone Trucks - - 10 Diving Apparatus - 12 Boats - - - 4 Travelling Frames - 8 Travelling Cranes - 8	In consequence of the boisterous weather on this coast during the past quarter, it has been impossible to proceed with the works at the Head of the North Breakwater. The contractors have employed men in maintaining plant and preparing stone, and are in a good position to proceed with the works as soon as the weather permits. The number of vessels that have sought the shelter of the New Harbour during the past quarter is 717; and in the year ending 31st December 1869, 3,026.
The construction of a Landing Pier for Packets within the harbour, as subsequently designed.	3rd Contract. For extension of North Breakwater 2,000 feet, and building 2,500 feet of its superstructure; 1st January 1855.	1 January 1859.	Increased cost of Packet Pier proposed in February 1856, over the one originally designed - - - 3,000					
The formation of a Beaching Ground on the south shore of the harbour, suitable for careening.	4th Contract. For extension of North Breakwater 500 feet; 23rd April 1857.	1 January 1860.	For a further extension (500 feet) of Northern Breakwater - - - 102,000					
The lengthening of the North Breakwater, as designed in 1846, by 2,000 feet, for sheltering that portion of the bay lying between the New and Old Harbour, and making it a safe and commodious roadstead of upwards of 370 acres of deep water. The lengthening of the North Breakwater by an additional 500 feet, which will increase the roadstead to 400 acres of deep water.	5th Contract. For altering and completing the 2,500 feet of North Breakwater under 3rd Contract, and in building a further portion of 4,624 feet; making together an aggregate length of 7,124 lineal feet; 30th November 1857.	Midsummer 1862.	Add, for reasons specified in Mr. Hawkshaw's Report of 4th June 1857 - - - 171,987					
The construction of a Wooden Pier, commencing near the end of the North Pier of the Old Harbour, for the temporary accommodation of the proposed new mail packets, &c.	6th Contract. For construction of Wooden Pier, commencing near the end of the North Pier of the Old Harbour; 16th June 1858.	June 1859.	For temporary Wooden Pier - - - 30,000 For Wooden Pier extension, &c. - - - 11,000 For strengthening Wooden Pier, &c. - 10,000					
The extension, in a westerly direction, of the Wooden Pier, and for raising and altering of a portion of the North Pier in the Old Harbour.	7th Contract. For extension, in a westerly direction, of the Wooden Pier; 30rd May 1860.	31 July 1860.	For work in Old Harbour for postal accommodation - - 30,000					
The strengthening of the Wooden Pier in the Old Harbour, and for erecting a shed covering thereon.	8th Contract. For strengthening Wooden Pier; 23rd May 1863.	June 1863.	TOTAL - - - £. 1,326,000					
The work in Old Harbour for postal accommodation.	9th Contract. For work in Old Harbour for postal accommodation; 27th January 1864.	1 July 1864.						

33, Great George-street, Westminster,
7 April 1870.

Sir,
I BEG to forward, for the information of the Lords Commissioners of Privy Council for Trade, a copy of the Return for the quarter ended 31st March last, showing the progress of the works under my charge at Holyhead, accompanied by a tracing showing the state of works of the North Breakwater Head at that date.

The Assistant Secretary,
Harbour Department, Board of Trade.

Yours, &c.
(signed) John Hawkshaw.

HOLYHEAD HARBOUR OF REFUGE.

STATEMENT OF EXPENDITURE, and of WORKMEN, PLANT, &c., employed during the Quarter ending 31st March 1870.

GENERAL DESCRIPTION OF WORK.	DATES OF CONTRACT.	Dates at which the Work should be Completed.	Original Estimated Cost of Works.	Amount authorised for Works generally, and for Purchase of Land, &c.	Amount Expended during Quarter.	Amount Expended from Commencement, including the present Quarter.	Average Number of Workmen, Plant, &c., Daily employed.	GENERAL REMARKS.
The construction of two Breakwaters, for the inclosure and shelter of 260 acres of deep water in the West Bay of Holyhead, according to the design of 1845, for a Refuge Harbour and Packet Station; also, for Railways to the quarries and round the harbour.	1st Contract. For the construction of Railways to the quarries, and for sea walls; 24th December 1847. 2nd Contract. For quarrying, conveying stone, and depositing same in two Breakwaters; also, for the construction of a Packet Pier; 16th August 1848.	24 June 1849, at which time the railways were finished. 16 August 1855	£. 808,063 390,000	£. - -	£. 41, for permanent works, exclusive of salaries and miscellaneous disbursements.	For Railways and Sea Walls - - - 92,043 For Breakwater Works, formation of Reaching Ground, Engineers' Offices and Residences, Wooden Pier and Extension, Work for Postal Accommodation - - 1,214,562	Foremen - - 1 Miners and Quarry-men - - - Fillers - - - Labourers, &c. - 8 Masons and Stone-cutters - - - Carpenters - - 2 Sawyers - - - Smiths - - - 1 Engine Drivers, Fitters, &c. - 7 Platelayers - - Breakmen - - Weighers - - Boatmen - - Divers - - 7 Watchmen - - 1 Boys - - 2 Locomotive Engines - 1 Waggons - - 5 Horses - - 1 Cranes - - 1 Steamboat - 1	The continued unfavourable weather during the past quarter, has prevented the contractors setting masonry at the Head of the North Breakwater, and although advantage has been taken by the divers of every hull of the sea, they have only been able to go down 8 days in January, 4 days in February, and 9 days in March, when they were at work, removing a pile that had been displaced, and excavating deposit that had accumulated at the Head during the recent severe gales.
The construction of a Landing Pier for Packets within the harbour, as subsequently designed.	3rd Contract. For extension of North Breakwater 2,000 feet, and building 2,500 feet of its superstructure; 1st January 1855.	1 January 1859.	Increased cost of Packet Pier proposed in February 1856, over the one originally designed - - 3,000	-	-	Purchase of Land, Compensation to Tenants, Law and Land Valuer's Costs, Rent of Quarries, Engineering and Miscellaneous Payments, about - 107,803	-	The contractors have employed the men in restoring stages and altering the gearing of the New Steam Crane at the Head to accelerate its action, setting channel paving at the superstructure, and in repairing roads, and there is now on the stone bank upwards of 65,000 cubic feet of dressed stone ready for setting.
The formation of a Reaching Ground on the south shore of the harbour, suitable for greenling.	4th Contract. For extension of North Breakwater 500 feet; 23rd April 1857.	1 January 1860.	For a further extension (800 feet) of Northern Breakwater - 102,000	-	-	Total - - £ 1,414,408	-	It is satisfactory to state that all staging and machinery connected with the Head is now in excellent working order, contrasting favourably with the position in the two preceding springs, when months of fine weather were lost in restoring them. Should the weather not prove unfavourable, there is nothing now that should prevent good progress being made towards the completion of the works.
The lengthening of the North Breakwater by an additional 500 feet, which will increase the roadstead to 400 acres of deep water.	5th Contract. For altering and completing the 2,500 feet of North Breakwater under 3rd Contract, and in building a further portion of 4,624 feet; making together an aggregate length of 7,124 lineal feet; 30th November 1857.	Midsummer 1862.	Add, for reasons specified in Mr. Hawkshaw's Report of 4th June 1857 - - 171,937	-	-	-	-	The number of vessels that have sought the shelter of the New Harbour during the past quarter is 708; and in the year ending 31st March 1870, 2,816.
The construction of a Wooden Pier, commencing near the end of the North Pier of the Old Harbour; 16th June 1858.	6th Contract. For construction of Wooden Pier, commencing near the end of the North Pier of the Old Harbour; 16th June 1858.	June 1859.	For temporary Wooden Pier - - 20,000 For Wooden Pier extension, &c. - 11,900 For strengthening Wooden Pier, &c. - 10,000	-	-	-	-	The number of vessels that have sought the shelter of the New Harbour during the past quarter is 708; and in the year ending 31st March 1870, 2,816.
The extension, in a westerly direction, of the Wooden Pier; 23rd May 1860.	7th Contract. For extension, in a westerly direction, of the Wooden Pier; 23rd May 1860.	31 July 1860.	For work in Old Harbour for postal accommodation - - 20,000	-	-	-	-	
The strengthening of the Wooden Pier in the Old Harbour, and for erecting a shed covering thereof.	8th Contract. For strengthening Wooden Pier; 23rd May 1862.	June 1863.	Total - - £ 1,536,000	-	-	-	-	
The work in Old Harbour for postal accommodation.	9th Contract. For work in Old Harbour for postal accommodation; 27th January 1864.	1 July 1864.	-	-	-	-	-	

John Hawkshaw,
Engineer.
Geo. C. Dobson,
Resident Engineer.

HARBOURS OF REFUGE.

QUARTERLY REPORTS of the ENGINEERS
at the HARBOURS of REFUGE at *Dover,*
Alderney, Portland, and Holyhead, for the
Year ending 31 March 1870.

(*Mr. Shaw Lefevre.*)

Ordered, by The House of Commons, to be Printed,
9 May 1870.

HARBOURS AND PASSING TOLLS ACT.

RETURN to an Order of the Honourable The House of Commons,
dated 9 August 1870;—for,

AN ACCOUNT “of the SUMS finally Paid under the Act 24 & 25 Vict. c. 47, out of the CONSOLIDATED FUND, in each Financial Year, from the passing of the Act up to the 31st day of March 1870,—

1. In Redemption of the DEBTS owing by the WHITBY and BRIDLINGTON LIGHT AUTHORITIES :
2. In Compensation for DIFFERENTIAL DUES, formerly Payable to CORPORATIONS or INDIVIDUALS, but which were abolished by the said Act :
3. As INDEMNITY to CREDITORS on PASSING TOLLS :
4. For any other Purpose for which Provision is made in the said Act :

The Account to specify also the Amount of Claim in each Case.”

— I. —

ACCOUNT of the SUMS finally Paid under the Act 24 & 25 Vict. c. 47, out of the Consolidated Fund, in each Financial Year, from the passing of the Act up to 31 March 1870, in Redemption of the DEBTS owing by the WHITBY and BRIDLINGTON LIGHT AUTHORITIES.

AMOUNTS issued out of the Consolidated Fund, for Principal and Interest of the Debt due by the Whitby Harbour Commissioners, viz. :—

						£.	s.	d.
In 1862-3	-	Interest	-	-	-	1,442	3	-
					£.	s.	d.	
In 1863-4	-	{ Principal	-	-	32,770	-	-	
		{ Interest	-	-	720	14	-	
						33,490	14	-
		TOTAL	-	-	£.	34,932	17	-

Note.— No issue out of the Consolidated Fund has been made on account of Bridlington Harbour, but the amount of the debt owing by the Commissioners of the Harbour to the Public Works Loan Commissioners for Principal and Interest of Loans has been cancelled under the provisions of the above-named Act, viz. :—

						£.	s.	d.
Principal	-	-	-	-	-	13,638	5	1
Interest	-	-	-	-	-	209	1	2
					£.	13,847	6	3

— II. —

ACCOUNT of Sums Paid under the Act-24 & 25 Vict. c. 47, in each of the Years from 1st April 1862 to 31st March 1870, in COMPENSATION for DIFFERENTIAL DUES formerly payable to CORPORATIONS or INDIVIDUALS, but which were abolished by the said Act.

BY THE BOARD OF CUSTOMS.					BY THE BOARD OF TRADE.						
P O R T.	Compensation under Sections 11 and 12 of the Act.	YEAR 1862-63.	YEAR 1863-64.	YEAR 1864-65.	YEAR 1865-66.	YEAR 1866-67.	1 April to 31 December 1867.	Estimate, 1867-68.	Payments made in		
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	Compensation under Sections 11 and 12 of the Act.	Quarter to 31 March 1868.	Year 1868-69.	Year 1869-70.
									£. s. d.	£. s. d.	£. s. d.
Berwick	173 16 3	173 16 2	173 16 -	173 16 -	173 16 -	173 16 -	130 7 -	173 16 3	48 9 1	173 16 -	173 16 -
Boston	127 19 4	127 19 3	127 19 4	127 19 4	127 19 4	127 19 4	96 19 6	127 19 4	31 10 10	127 19 4	127 19 4
Carnarvon	2 2 2	2 2 2	2 2 2	2 2 2	2 2 2	2 2 2	-	2 2 2	2 2 2	-	2 10 -
Fowey	8 6 8	8 6 8	8 6 8	8 6 8	8 6 8	8 6 8	2 10 -	8 6 8	- 16 8	8 6 8	12 8 4
Gainsborough	12 8 4	12 8 4	12 8 4	12 8 4	12 8 4	12 8 4	9 6 3	12 8 4	3 2 1	12 8 4	12 8 4
Hull	19,006 19 -	19,006 19 -	19,006 19 -	19,006 19 -	19,006 19 -	19,006 19 -	14,255 4 3	19,006 19 -	4,751 14 9	19,006 19 -	19,006 19 -
Liverpool	9,461 17 -	9,461 16 11	9,461 17 -	9,461 17 -	9,461 17 -	9,461 17 -	7,098 7 9	9,461 17 -	2,366 9 3	9,461 17 -	9,461 17 -
Lynn	154 5 8	154 5 6	154 5 4	154 5 4	154 5 4	154 5 4	115 14 -	154 5 8	38 11 5	154 5 8	154 5 8
Newcastle	18,603 13 -	18,603 13 -	18,603 12 8	18,603 12 8	18,282 7 2	17,099 16 4	Commutation, see below.	16,440 9 5	Commutation, see below.	10,802 3 9	10,802 3 8
Plymouth	21 9 -	21 9 -	21 9 -	21 9 -	21 9 -	21 9 -	16 1 9	21 9 -	2,767 11 6	21 9 -	21 9 -
Rochester	5 4 -	5 4 -	5 4 -	5 4 -	5 4 -	5 4 -	3 18 -	5 4 -	5 7 3	5 4 -	5 4 -
Shoreham	536 6 3	536 6 3	536 6 4	536 6 4	536 6 4	536 6 4	402 4 9	536 6 3	1 6 -	536 6 -	536 6 -
Southampton	564 3 10	564 3 9	564 3 8	564 3 8	564 3 8	564 3 10	423 2 9	564 3 10	134 1 7	564 3 8	564 3 10
Stockton	78 5 -	78 5 -	78 5 -	78 5 -	78 5 -	78 5 -	58 13 9	78 5 -	141 - 11	564 3 8	78 5 -
Sunderland	-	-	-	-	-	* 532 17 -	177 12 3	710 9 3	19 11 3	78 5 -	78 5 -
Wells	10 2 7	10 2 5	10 2 7	10 2 7	10 2 7	-	10 2 7	10 2 7	Committed, see below.	-	-
West Hartlepool	-	-	-	-	† 321 5 6	1,327 - 1	1,089 10 9	1,452 14 4	10 2 7	10 2 7	10 2 7
Widbeach	78 2 -	78 2 -	78 2 -	78 2 -	78 2 -	78 2 -	58 11 6	78 2 -	363 3 7	Committed, see below.	-
Dundee	216 7 9	216 7 8	216 7 8	216 7 8	216 7 8	216 7 8	162 5 9	78 2 -	19 10 6	78 2 -	78 2 -
Glasgow	677 15 7	338 17 9	1,016 13 -	677 15 4	677 15 4	677 15 4	508 6 6	677 15 7	54 1 11	216 7 8	216 7 8
Greenock	1,048 7 4	1,048 7 4	1,048 7 4	1,048 7 4	1,048 7 4	1,048 7 4	786 5 6	1,048 7 4	189 8 10	677 15 4	677 15 4
Dublin	3,165 2 1	3,165 1 11	3,165 2 -	3,165 2 -	3,165 2 -	3,165 2 -	2,373 16 6	3,165 2 1	262 1 10	1,048 7 4	1,048 7 4
£.	53,947 12 10	53,608 14 1	54,293 8 11	53,501 10 7	53,947 11 5	54,293 9 9	38,620 16 3	53,947 12 10	11,975 18 6	43,507 3 11	46,143 3 9

COMPUTATIONS.

	Amount Computed.	Amount of Claim and Commutation.	Year when Computed.
Sunderland	£. 710 9 3	£. 2,983 6 -	1867-8.
Newcastle	5,038 5 8	23,130 11 -	1867-8.
West Hartlepool	1,452 14 4	5,021 5 6 (including interest of 6d. per cent.)	1868-9.

— III. —

ACCOUNT of Sums Paid under the Act 24 & 25 Vict. c. 47, in each of the Years from 1st April 1862 to 31st March 1870, as INDEMNITY to CREDITORS on PASSING TOLLS.

— Nil. —

— IV. —

ACCOUNT of Sums Paid under the Act 24 & 25 Vict. c. 47, in each of the Years from 1st April 1862 to 31st March 1870, for other Purposes for which Provision is made in the said Act.

— Nil. —

Treasury Chambers, }
9 August 1870.

JAMES STANSFELD.

HARBOURS AND PASSING TOLLS ACT.

**ACCOUNT of Sums finally Paid under the Act
24 & 25 Viet. c. 47, out of the CONSOLIDATED
FUND, in each Financial Year, from the passing
of the Act up to the 31st day of March 1870.**

(Mr. Bolckow.)

*Ordered, by The House of Commons, to be Printed,
9 August 1870.*

465.

Under 1 oz.

ALDERNEY HARBOUR.

RETURN to an Order of the Honourable The House of Commons,
dated 15 July 1870; for,—

COPY “of REPORT by Mr. *Hawkshaw*, c.e., and Lieutenant Colonel *Clarke*, c.b., r.e., Director of Works of the Navy, of their recent Inspection of the WORKS at ALDERNEY HARBOUR.”

Board of Trade, }
15 July 1870. }

T. H. FARRER.

REPORT by Mr. *Hawkshaw*, c.e., and Lieutenant Colonel *Clarke*, c.b., r.e.

ALDERNEY HARBOUR.

33, Great George-street, Westminster, S.W.,
27 June 1870.

Sir,

ACCORDING to the instructions we received we went to Alderney, and inspected the harbour works there on the 13th, 14th, and 15th of last month.

Subsequently to that visit we received a letter from the Board of Trade informing us that the special questions upon which, as at present advised, the Government desire our opinion are as follows, viz. :—

“ Assuming that the outer part of the breakwater is abandoned—

“ 1. What works will at once be necessary in order to end off and complete the remaining portion?

“ 2. What will be the cost of such works?

“ 3. When such works are completed, what will be the permanent annual cost of keeping the structure in repair?”

Further, with reference to the outer portion of the breakwater, we are desired to inform you “ what, roughly speaking, would be the cost of repairing this outer portion and keeping it in repair.”

Several documents connected with Alderney Harbour have been sent to us, which we have examined, and we have bestowed careful consideration on the subject submitted to us.

As regards the first and second questions, as to the works that will at once be necessary to end off and complete the remaining portion, assuming that the outer portion of the breakwater is abandoned, and what will be the cost of such works, we have to remark that a head will have to be built at the new point of termination. The existing head, according to Mr. May's description, is constructed as follows :—

“ In order to provide greater strength at the head or outer end of the pier, the masonry there, for 60 feet in length, is founded 30 feet below low-water level of ordinary spring tides, faced under water with granite headers, all three feet in thickness on the sea-side, round the head, and on the harbour side, with backing of Portland cement blocks built solid across between the sea and harbour walls.

“ From the level of 15 feet below low water to the top, the facing stones of the walls at the head are secured to each other and to the backing in the interior by a system of dovetails, joggles, and dowels, which have the effect of tying that part of the masonry together as if it consisted of a single stone.”

This head, it is stated, has stood better than the rest of the superstructure, and a head generally of like character at a new point of termination, say 1,000 feet, or thereabouts, from the existing head, would, we think, if properly built, be sufficient. If, however, it were constructed precisely as described by Mr. May it would cost 30,000 *l.*: but the new head need not be as long as 60 feet, and we estimate that a head could be built at a new point of termination, of the general character described by Mr. May, but shorter, for 20,000 *l.* The time that it would take to build a new head would depend upon the weather, but it might be assumed that it would take two years to complete.

With reference to the two remaining questions submitted to us, we find that although less mischief is now done by storms to the portion of the breakwater landward of the outer 1,000 feet, yet there is unmistakeable evidence that that portion is shaken, and will be subject from time to time to damage, the extent of which, were the breakwater left without further protection, it is impossible to fortell. In examining the holes lately made by the sea, we perceived large vertical rents (running longitudinally) up the centre of the wall.

Mr. May, who was upon the work during its progress, has made an elaborate report describing every process, and this document has been of service to us on the subject of the subsidences. In that report Mr. May states—

“Subsidence was the inevitable result of setting even a single course on the top of this great embankment. The walls, by their weight, compressed like a sponge the mass of loose stone below them.”

And then alluding to the fissures, Mr. May says,—

“All that could be done with these fissures, which were from one inch to two inches in length, was to make them up with fresh cement from the face of the walls at every opportunity, and they have been so made up at every opportunity to this day; but this is only a partial remedy, because openings still exist in the interior of the work which cannot be reached from the front.”

The part of the superstructure above low water is solid; the part below low water consists only of two side walls, the sea face of which batters at a very considerable angle. There is, therefore, a solid wall standing on two props as it were, and these two props rest on a “spongy mass,” as Mr. May describes it, and any settlement of this mass, and especially any tendency of that settlement outwards from the face of the wall, which would be its direction to some extent, would have the effect of tearing the wall up the centre. Moreover, as the settlements have been more or less irregular, they would also, in many cases, separate the beds and joints of the courses of stone set without mortar, which are from low water downwards, and it is at the upper portion of this dry masonry where the mischief generally begins.

It also appears that the large stones intended to form a covering to the mound of stone on which the wall is built, as well as other additions to the mound, were thrown from the top of the wall into the sea, and in falling would strike the projecting courses, and in doing so would loosen them.

It is plain that the work about low water is easily acted upon by the sea, and that when an entrance has been made by drawing out a stone, the destructive action of the waves is very rapid.

With our present information, the conclusion we have arrived at is, that whatever portion of the breakwater be retained it would be necessary, in order to place it beyond the reach of accident, to protect the superstructure, or to rebuild large portions of it.

We have considered several methods of rendering the work permanently secure, but it is only necessary for us to refer at present to two plans which appear to us to be the best, and which are shown on the accompanying Sketches Nos. 1 and 2.

The plan shown on Sketch No. 1 consists of constructing a foreshore of concrete blocks, each weighing about 30 tons.

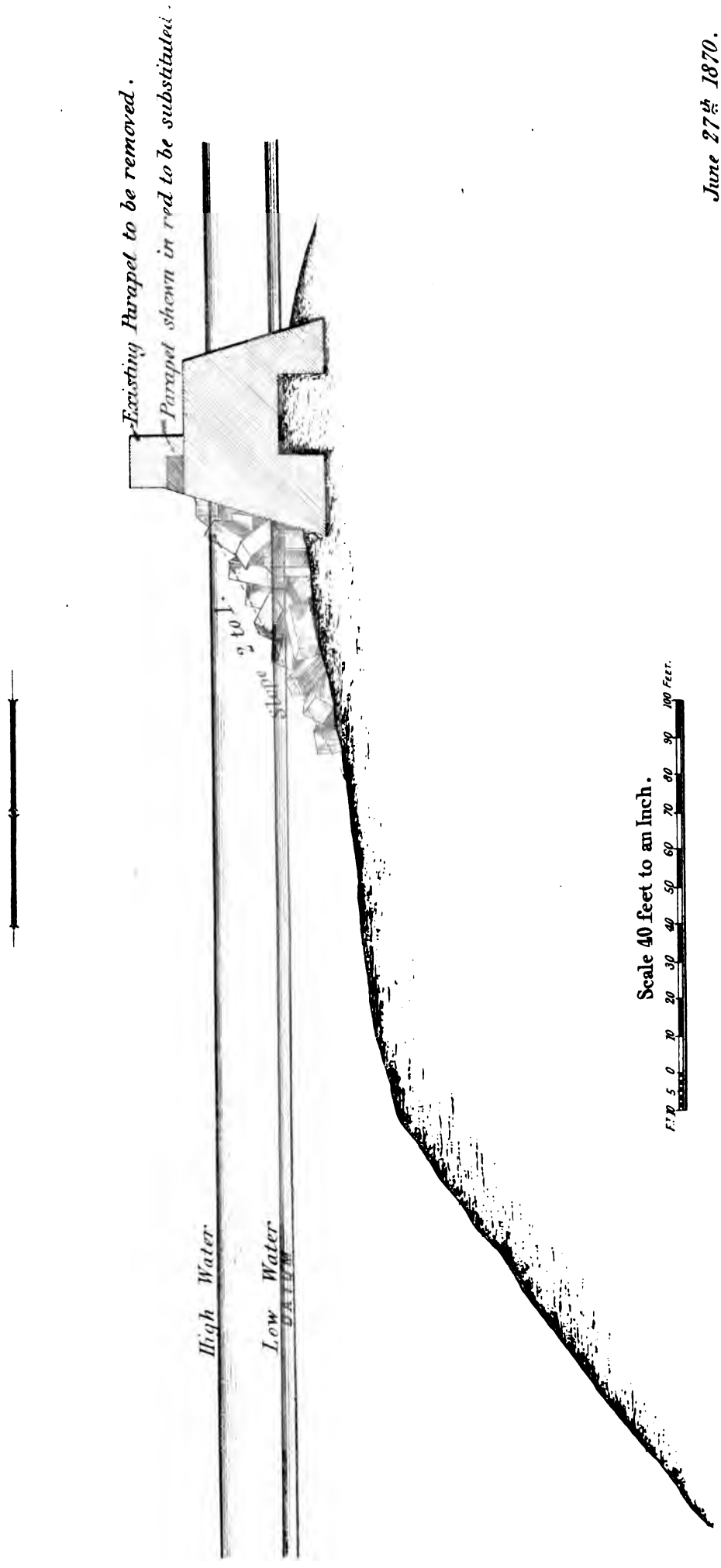
The plan shown on Sketch No. 2 is to increase the foreshore by depositing rubble stone.

In whatever way the breakwater be dealt with, we think it will be advisable to pull down the parapet of the superstructure, so as to reduce its height to five feet above the roadway, thereby diminishing the recoil of the waves from the sea face.

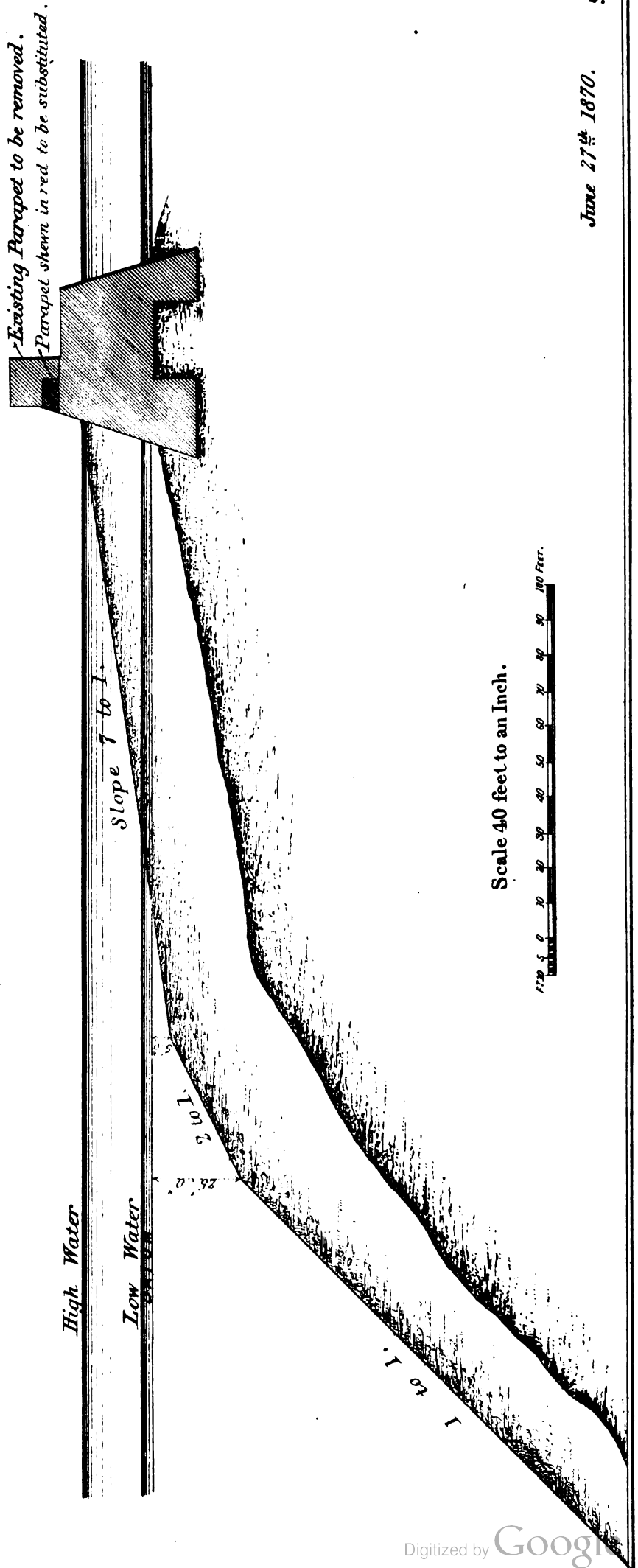
June 27th 1870.

ALDERNEY HARBOUR.

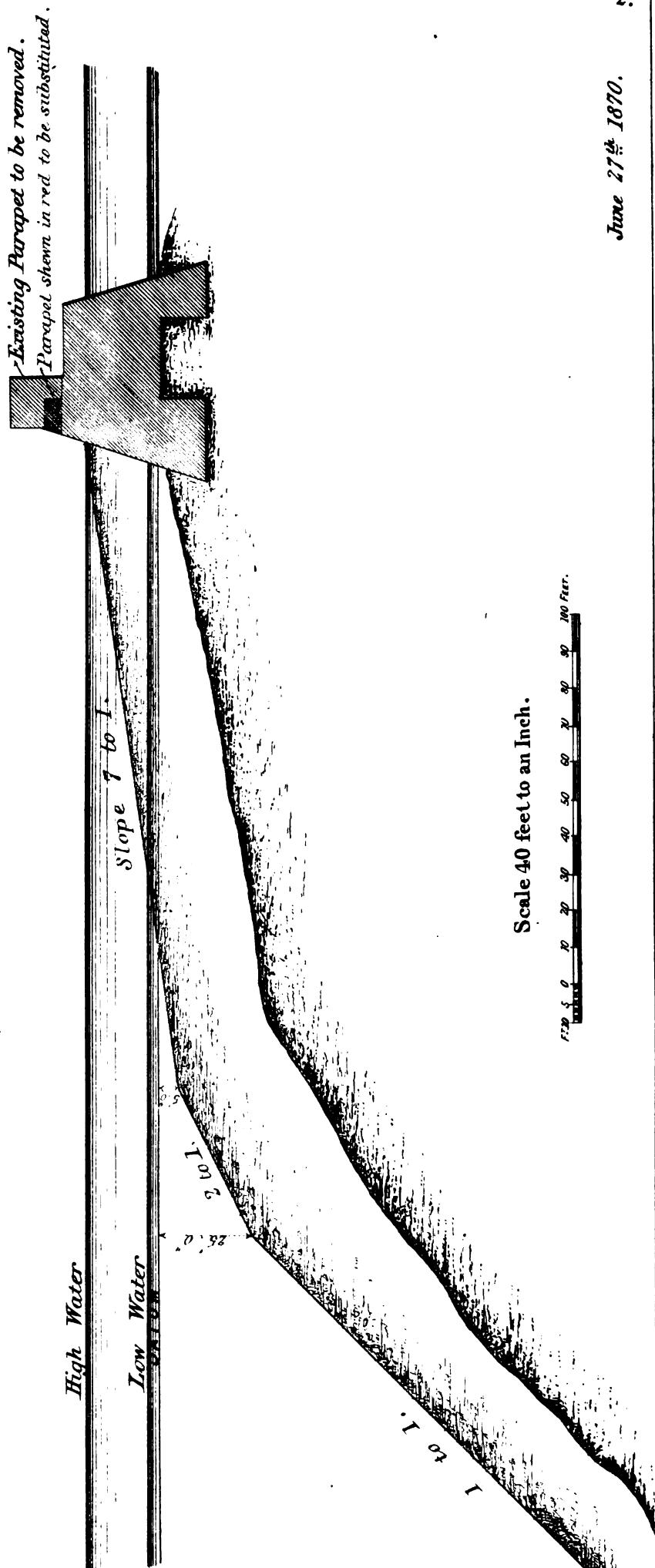
SKETCH N^o 1. REFERRED TO IN ACCOMPANYING REPORT.



ALDERNEY HARBOUR,
SKETCH N° 2. REFERRED TO IN ACCOMPANYING REPORT.



ALDERNEY HARBOUR,
SKETCH N^o 2. REFERRED TO IN ACCOMPANYING REPORT.



June 27th 1870.

But it is quite necessary to ascertain, before any reliable opinion can be formed of what it will ultimately cost to maintain the breakwater, whether the mound of stone upon which the wall of the breakwater is built is shifting or stationary.

This can only be arrived at by a comparison of cross sections of the rubble mound made at intervals of time, and continued until no further movement or shifting takes place.

No sufficient information was found in the office at Alderney, or has been procured by us to determine the question.

We are in possession of some sections taken in 1866, and we directed cross sections to be made when we were at Alderney, still further to elucidate this question.

The new cross sections have only been in our possession since the 24th instant.

From these it appears that the rubble mound landwards of the outer 1,000 feet, is in some places now reduced to a very low level.

It is only by a series of such sections, to be taken for some time to come, that any very accurate opinion can be formed of the amount of work and expenditure that may still be necessary to secure even the inner part of the work, assuming the end, 1,000 feet, were abandoned.

Our estimate, therefore, of the future expenditure must be taken subject to these remarks.

The cost of repairing the present breaches, we think, might amount to 10,000 *l*.

The following is an estimate of the foregoing works :—

1. *Assuming the end 1,000 feet to be retained.*

The cost, according to Plan shown on Sketch No. 1, would be :

	£.
Foreshore of large concrete blocks - - -	140,000
Removing parapet - - - - -	28,000
Repairing existing breaches - - - - -	10,000
£.	178,000

The cost, according to Plan shown on Sketch No 2, would be :

	£.
Foreshore of rubble stone - - - - -	215,000
Removing parapet - - - - -	28,000
Repairing existing breaches - - - - -	10,000
£.	253,000

2. *Assuming the end 1,000 feet to be abandoned.*

The cost, according to Plan shown on Sketch No. 1, would be :

	£.
New head at termination of work to be retained	20,000
Foreshore of large concrete blocks - - -	100,000
Removing parapet - - - - -	22,000
£.	142,000

The cost, according to Plan shown on Sketch No 2, would be :

	£.
New head at termination of work to be retained	20,000
Foreshore of rubble stone - - - - -	155,000
Removing parapet - - - - -	22,000
£.	197,000

REPORT ON ALDERNEY HARBOUR.

Probably it would prove desirable to adopt partly one and partly the other of these modes of proceeding.

Should the Government determine to go on repairing fractures in the work that may occur from time to time, rather than at once begin the works intended, to get rid of annually recurring expenditure, then an average outlay of 10,000 *l.* a year might be sufficient for that purpose.

But in the meantime it would be absolutely essential to take new sections of the rubble mound at stated intervals, not only for the purpose before referred to, of forming a more accurate opinion of the work alluded to for permanently securing the breakwater, but also in the event of this work not being at once proceeded with, to prove whether further expenditure in excess of the last-mentioned sum of 10,000 *l.* per annum will not have to be incurred to make up deficiencies in the rubble mound, and to prevent the breakwater wall generally going to ruin.

To the Assistant Secretary,
Harbour Department, Board of Trade.

We have, &c.
(signed) *John Hawkshaw.*
And. Clarke.

Mr. *John Hawkshaw*, c.e., to the Assistant Secretary, Harbour Department,
Board of Trade.

ALDERNEY HARBOUR.

33, Great George-street, Westminster, S.W.
29 June 1870.

Sir,

SINCE sending to you our report on Alderney Harbour, I have received from Alderney some sections of the inside of the breakwater, which, as far as I understand them, show that near the head the deposit on the inner side (shown on the section at 4,600 feet) is considerably below the bottom of the inner wall, which is therefore much endangered. Mr. Thomson has just been here, and I have pointed this out to him. I think it right to acquaint you with the circumstance, because if the danger is to be averted Mr. Thomson should return at once to Alderney.

The Assistant Secretary,
Harbour Department, Board of Trade.

I am, &c.
(signed) *John Hawkshaw.*

ALDERNEY HARBOUR.

COPY of Report by Mr. *Hawtsham*, C.B., and Lieutenant Colonel *Clarke*, C.B., R.E., Director of Works of the Navy, of their recent Inspection of the Works at ALDERNEY HARBOUR.

(*Mr. Shaw Lefevre.*)

Ordered, by The House of Commons, to be Printed,
15 July 1870.

[*Price 6 d.*]

354.

Under 1 oz.

HARWICH HARBOUR.

AN ABSTRACT of the ACCOUNTS of the RECEIPTS and EXPENDITURE of the HARWICH HARBOUR CONSERVANCY BOARD, for the Period ended the 31st August 1869; also, an ACCOUNT of their CREDITS and LIABILITIES (as nearly as the same can be estimated) down to the 31st August 1869, furnished by the said Conservancy Board to the Board of Trade, pursuant to "The Harwich Harbour Act, 1863," Section 6.

(As returned by the Conservancy Board to the Board of Trade.)

Board of Trade, }
17 May 1870. }

G. SHAW LEFEVRE.

(Presented pursuant to Act of Parliament.)

Ordered, by The House of Commons, to be Printed,
18 May 1870.

THE HARWICH HARBOUR CONSERVANCY BOARD.

ABSTRACT of ACCOUNT of RECEIPTS and

RECEIPTS.					
	To 31 August 1866.	31 August 1866 to 31 August 1867.	31 August 1867 to 31 August 1868.	31 August 1868 to 31 August 1869.	TOTAL
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Rates - - - - -	3,699 8 2	1,217 8 7	1,041 15 6	1,066 13 6	7,025 5 9
Interest - - - - -	75 3 5	- - -	- - -	- - -	75 3 5
Loans - - - - -	2,000 - -	6,000 - -	- - -	- - -	- - -
		8,000 - -	- - -	- - -	- - -
Less paid off Principal - -	- - -	80 - -	- - -	- - -	- - -
		7,920 - -	2,000 - -	- - -	- - -
			7,920 - -	- - -	- - -
			9,920 - -	- - -	- - -
Less, paid off Principal - -	- - -	- - -	180 - -	- - -	- - -
			- - -	9,740 - -	- - -
		Less, paid off Principal - -	- - -	200 - -	- - -
			- - -	- - -	9,540 - -
Treasury Advances - - - -	2,000 - -	6,000 - -	2,000 - -	- - -	10,000 - -
				£.	26,640 9 2

AMOUNT of RATES collected from Commencement

1 October 1863 * - - - -	} Say to end of first year - - - -	£. s. d.
to 31 August 1864 - - - -		1,247 8 2
to 31 August 1865 - - - -		To the end of second year - - - -
to 31 August 1866 - - - -		2,556 8 2
	To end of third year - - - -	3,699 8 2

* If this first period be taken into average as for one year, and the total of 7,025 l. 5 s. 9 d. be divided by 6, the product is 1,170 l. 17 s. 7 $\frac{1}{2}$ d.; but the first period and part of the second year were exceptional, because the rates were then collected on the maximum, and before the scale was settled by the Board of Trade.

THE HARWICH HARBOUR CONSERVANCY BOARD.

PAYMENTS for Period ended 31 August 1869.

PAYMENTS.

	To 31 August 1866.	31 August 1866 to 31 August 1867.	31 August 1867 to 31 August 1868.	31 August 1868 to 31 August 1869.	TOTAL.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Printing, Stationery, &c. - -	77 10 9	10 11 1	5 6 2	- - -	93 8 -
Incidental Expenses - -	60 10 4	82 - 6	32 12 3	10 - -	185 3 1
Salaries - - - - -	1,066 17 -	486 8 -	260 - -	336 - -	2,149 - -
Stock - - - - -	164 15 1	82 5 5	28 15 4	- - -	275 15 10
Works - - - - -	3,221 15 -	13,380 - -	2,450 - -	300 - -	19,301 15 -
Land - - - - -	465 13 -	- - -	- - -	- - -	465 13 -
Law Expenses - - - -	44 17 7	370 11 9	10 6 3	- - -	425 15 7
Engineering - - - - -	357 10 -	600 - -	200 - -	100 - -	1,257 10 -
Interest to Public Works Loan Commissioners.	- - -	118 3 9	283 1 6	314 18 6	716 3 9
Parliamentary Agents - -	- - -	403 19 4	- - -	- - -	403 19 4
Suspense Account - - -	150 - - Afterwards received.	- - -	1,000 - -	- - -	1,000 - -
Cash Balance in Treasurer's hands on 31st August 1869 -	- - -	- - -	- - -	- - -	366 5 7
				£.	26,640 9 2

of Board's Existence to 31 August 1869.

		£. s. d.
31 August 1866 - - - -	To end of fourth year - - - - -	4,916 16 9
to 31 August 1867 - - - -		
to 31 August 1868 - - - -	To end of fifth year - - - - -	5,958 12 3
to 31 August 1869 - - - -		
	To end of sixth year - - - - -	7,02 5 9

HARWICH HARBOUR CONSERVANCY—31st August 1869.

STATEMENT of the ASSETS and LIABILITIES of the BOARD at the above date, as nearly as the same can be estimated.

ASSETS.			LIABILITIES.		
1869. Aug. 31	Cash in hands of Treasurer -	£. s. d. 366 5 7	1869 Aug. 31	Retained to pay instalments of principal and interest due to Public Works Loan Commissioners, Annual Salaries, &c. -	£. s. d. 366 5 7
	Cash deposited for payment of land, &c., 1,000 l. of which is included under the head "Suspense Account" in the Account of Receipts and Expenditure - - - -	1,450 - -		Estimated cost of land -	1,800 - -
	Boats and stores (valued at)	150 - -		Boats and stores used in collecting dues - -	150 - -
	Deficiency* - - - -	8,515 - -		Estimated sums for completion of Works, Contractor, Engineering, and other incidental claims -	8,165 - -
	£.	10,481 5 7		£.	10,481 5 7

* Exclusive of the sum of 2,000 l. put down as estimated for dredging, but subject to whether any part, or what part, of same may be required.

HARWICH HARBOUR.

ABSTRACT of the Accounts of the Receipts and Expenditure of the HARWICH HARBOUR CONSERVANCY BOARD, for the Period ended 31 August 1869; also, an Account of their Credits and Liabilities (as nearly as the same can be estimated) down to 31 August 1869, furnished by the said Conservancy Board to the Board of Trade, pursuant to "The Harwich Harbour Act, 1863," Section 6.

(Presented pursuant to Act of Parliament.)

Ordered, by The House of Commons, to be Printed,
18 May 1870.

245.

Under 1 oz.

RAMSGATE HARBOUR.

**STATEMENT of the RECEIPTS and PAYMENTS made by the BOARD of
TRADE, for the Year ending 31st December 1869 ; together with an
ACCOUNT of the Receipt and Issue of STORES ; and also, RECEIPTS and
PAYMENTS on Account of the BENEFIT FUND.**

(PRESENTED PURSUANT TO ACT 24 & 25 VICT. c. 47, s. 33.)

*Ordered, by The House of Commons, to be Printed,
29 April 1870.*

ROYAL HARBOUR OF RAMSGATE. - - - - -

STATEMENT of the INCOME and EXPENDITURE of the

R E C E I P T S.	STOCK.	CASH.
	£. s. d.	£. s. d.
For Balance in hand on 1st January 1869 - - - - -	66,000 - -	1,726 - 8
Income from Harbour Dues :		
On Tonnage of Ships, Wharfage, Towing, Rent of Warehouses, Dry Dock, Slipway, &c. - - - - -	- - -	6,838 - 5
Income from Rent of Houses, including Payments for Fixtures, Dilapidations, &c., less Income Tax - - - - -	- - -	1,486 8 -
One Year's Dividend on 56,051 l. 13 s. 3 d. Three per Cent.	£. s. d.	
Consols - - - - -	1,643 - 3	
Interest on 10,000 l. Exchequer Bills - - - - -	257 17 6	
	- - -	1,900 17 9
Proceeds of Sale of 3,000 l. Exchequer Bills - - - - -	- - -	3,005 6 10
£.	66,000 - -	14,956 13 8

STATEMENT of the Receipt and Issue of STORES for the Use

R E C E I P T S.	CASH.
	£. s. d.
To Balance remaining in Store on 1st January 1869 - - - - -	1,935 17 9
To Amount of Cost of Articles received into Store in the year 1869 - - - - -	2,457 13 11
£.	4,393 11 8

ROYAL HARBOUR OF RAMSGATE BENEFIT FUND. - - - - -

STATEMENT of the RECEIPTS and PAYMENTS of the

R E C E I P T S.	SECURITIES.	CASH.
	£. s. d.	£. s. d.
For Balance in hand on 1st January 1869 - - - - -	5,168 14 5	-
For Dividends on 41 Preference 50 l. Shares in Northern and Eastern Railway Company - - - - -	- - -	100 1 9
For Interest on 3,118 l. 14 s. 5 d. New Three per Cent. Annuities - - -	- - -	91 8 5
For Proceeds of Sale of 23 Railway Preference Shares - - - - -	- - -	1,224 7 -
£.	5,168 14 5	1,415 17 9

Board of Trade, }
11 April 1870. }

- - - - - ROYAL HARBOUR OF RAMSGATE.

BOARD of TRADE, for the Year ending 31st December 1869.

P A Y M E N T S.			S T O C K.		C A S H.	
			£.	s.	d.	£. s. d.
Cost of Maintenance :						
For Materials, Stores, and Tradesmen's Bills	-	-	-	-	-	4,335 14 9*
For Wages to Boatmen, Crews of Steam Tug and Dredger, Policemen, Artizans and Labourers	-	-	-	-	-	6,206 9 10*
For Salaries and Allowances to Harbour Masters, Engineer, Superintendent of Works, and Collector of Dues	-	-	-	-	-	1,346 6 5
For Gas, Water, Stationery, Office Expenses, and Incidentals	-	-	-	-	-	294 17 5
Superannuation Allowances :						
		£. s. d.				
For One Year to Miss Strivens, late Housekeeper	-	45 11 8	-	-	-	
For One Year to Mr. Shadwell, late Secretary	-	371 10 4	-	-	-	
For One Year to Mr. Turnbull, late Engineer	-	282 13 -	-	-	-	699 15 -
Exchequer Bills sold, as per Contra	-	-	3,000	-	-	—
						12,883 3 5
Balance in hand on 31st December 1868	-	-	63,000	-	-	2,073 10 3
		£.	66,000	-	-	14,956 13 8

* These items include payments for the Repairs, to Dredger 1,115 l. 12 s. 5 d., and of Basin Gates (Eastern Entrance), 2,869 l. 8 s. 8 d.

of the HARBOUR, for the Year ending 31st December 1869.

I S S U E S.			C A S H.	
			£.	s. d.
By Amount of Stores issued in 1869	-	-	2,254	16 5
By Balance remaining in Store, 31st December 1869	-	-	2,138	15 3
		£.	4,393	11 8

- - - - - ROYAL HARBOUR OF RAMSGATE BENEFIT FUND.

BOARD of TRADE, for the Year ending 31st December 1869.

P A Y M E N T S.			S E C U R I T I E S.		C A S H.	
			£.	s.	d.	£. s. d.
By Balance from last Account advanced from Ramsgate Harbour Fund	-	-	-	-	-	105 15 6
For Pensions granted by the late Trustees, and paid during the year 1869	-	-	-	-	-	433 16 4
For 23 Railway Preference Shares, sold as per Contra	-	-	1,150	-	-	—
Balance in hand on 31st December 1869	-	-	4,018	14 5		876 5 4
		£.	5,168	14 5		1,415 17 2

R. G. C. Hamilton,
Accountant.

RAMSGATE HARBOUR.

STATEMENT of the RECEIPTS and PAYMENTS
made by the BOARD of TRADE for the Year
ending 31st December 1869; together with an
Account of the Receipt and Issue of STORES;
and also, RECEIPTS and PAYMENTS on Account
of the BENEFIT FUND.

(Presented pursuant to Act 24 & 25 Vict. c. 47, s. 38.)

Ordered, by The House of Commons, to be Printed,
29 April 1870.

201.

Under 1 oz.

